

THE INTERNATIONAL **Teamster**

JULY 1954



**General President
Dave Beck Appoints
Thomas E. Flynn
Director of Eastern
Conference of
Teamsters**

(Details inside)

FIFTY YEARS AGO in our Magazine

(From the Teamsters' Magazine, July 1904)



The early years of the Teamsters Brotherhood produced their share of song writers, just as do the 1950's. Brother Thomas Hesden of Local 715, a 1904 carriage driver, produced many popular songs of the day. One of his songs was sung in vaudeville theaters throughout the country. Title of the work was "Every American Boy Is a King." The music was reported to have a patriotic swing to it "that is bound to bring the audience to its feet."

Here is its chorus:

"He don't want your viscounts, your dukes or your earls;
He don't want your lords with their diamonds and pearls;
For here in our country we have no such thing
Where every American boy is a king."

LABOR MOVEMENT

There were approximately 2,000,000 organized union employees of all the various crafts in the country during 1904, the "Chicago Tribune" told its readers, pointing out that this was a minority of the vast working force of the nation.

But one must realize that union labor's voice is not only 2,000,000 strong, said one Chicago authority, as the newspaper later reported it.

"One must look for the union sentiment that exists outside the unions. Thousands of workingmen who are not organized have all sympathy with organized labor. There are places where the union movement has not taken hold and where these sympathizers with the union movement have not had a chance to join. In the great cities there are individual conditions confronting a man where he does not find it expedient for him to enroll his name with a union, but who at the same time is a supporter of the union principle.

"Union sentiments are forces scarcely less than union memberships, and when these are considered and taken into account perhaps no one could estimate the strength of organized labor in the United States. . ."

NEW JC HEADQUARTERS

Eight of the nine unions comprising the Joint Council of Philadelphia leased the old Ahern Republican Club Building, at the northeast corner of Eighth and Fairmount Avenue, in their home city, and converted it into a joint council headquarters. They obtained a lease for one year with an option to extend it.

A house committee, composed of one member from each local in the joint council, was in charge of the building, and this committee chose John MacManus for steward. The members of the committee were as follows: Ralph Ball of Heavy Teamsters Local 416, Roger Feeley of Piano Wagon Drivers Local 548, Joseph Botto of Cab and Carriage Drivers Local 628, James Dunlavey of Furniture and Van Drivers Local 666, William Hamilton of Coal Wagon Drivers Local 812, Joseph Young of Delivery Wagon Drivers Local 813, and John Callahan of Fruit and Produce Wagon Drivers Local 815.

In addition to the meeting rooms and offices, the building would feature a casino, fitted out with pool tables, shuffle boards, and the like. A movable stage was planned, so that the casino could be used for smokers, and other entertainment.

A library, meeting hall, and locker room was planned for the second floor of the three-story structure. On the third floor a pool room and a sleeping apartment was being fitted out. Several smaller rooms of the third floor were to be card rooms. A temporary bar was to be set up on the first floor. Membership in any of the locals of the council entitled men to privileges of the headquarters.

FUNERAL BADGE

The official magazine at this time permitted display advertising in its columns. One such ad promoted the Teamster monthly working button and other forms of badge identification. He told readers:

"We are prepared to furnish badges, buttons, banners of the highest quality of workmanship and material at prices which satisfy.

"The new Brotherhood combination parade and funeral badge is 'the limit.'"

"Prepare for Labor Day now."

"Of course they are union made."

The advertiser was the Whitehead and Hoag Company of Indianapolis, Ind.

CHICAGO REPORT

Local 753 of Chicago now reported to the International Office that it was the largest milk wagon drivers local union in the world, composed of more than 1,000 members and still growing.

Since the local was organized in September, 1903, about 10 months before, it had cut the workday for its members by five hours and wages were better than ever before. The workday from November 1 to April 1 was to be from 8 A. M. until the drivers were through in the afternoon, and all wagons were to be off the street by 5 p. m. Until this new workday agreement went into effect drivers were to report to work in the wee hours of the morning and be off the streets by 1 p. m.



The local had accomplished those things without a strike and without serious disputes.

The laundries of Chicago, meanwhile, had formed a new and stronger association composed of about 50 of the largest laundries. The new organization already wise to the united strength of the Teamsters signed an agreement without any trouble, with an increase of \$4 on the minimum scale and closed shop clauses. Laundry drivers were represented by Teamsters Local 712.

NEW YORK NOTES

Local 98 reported from New York City that it was successful with contract negotiations, setting a wage scale of \$13 for the single-horse truck and \$15 for the double truck.

GENERAL EXECUTIVE BOARD

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Washington 1, D. C.

JOHN F. ENGLISH
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Eleventh Vice President
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Pittsburgh 19, Pa.

TRUSTEES

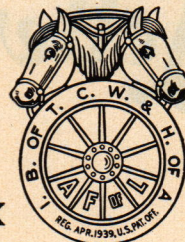
JOHN ROHRICH
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Cleveland, Ohio

PAUL D. JONES
846 S. Union Ave.,
Los Angeles, Calif.

JOHN BACKHUS
1033 W. Girard Ave.,
Philadelphia, Pa.

DANIEL J. TOBIN
General President Emeritus
100 Indiana Ave., N. W.,
Washington 1, D. C.

THE INTERNATIONAL Teamster



DAVE BECK

Editor

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 100 Indiana Ave., N. W., Washington 1, D. C.

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Letter

from General President **DAVE BECK**

THE past few weeks have been exceptionally busy and I would like to indicate the principal activities of our organization and outline briefly some of our future plans.

I addressed the Southern Conference at its meeting in Biloxi, Miss., and found that our business representatives are definitely developing a progressive long range program, that will within reasonable time coordinate with our Central and Eastern Conferences in a unilateral action.

This issue of the magazine reports on the conference work in detail. The headquarters of the Eastern Conference are now located permanently in Washington, D. C., and following the resignation of Chairman Edward Crumbrock, I have named Thomas Flynn, chairman, and Joseph Trerotola, vice president of the New York Joint Council, as secretary-treasurer, to succeed Tom Flynn.

Eastern Conference Administrative Offices Being Formed

The Conference Administrative offices are rapidly being formed and a Statistical Department and Trade Division personnel are being selected. The Automotive Division director has been selected. He is Robert C. McQuarrie of Boston. The Warehouse Division head will be John J. Greeley, Boston, Mass.; the Brewery Division will be directed by Joseph G. Landgraf of Trenton, N. J. Joe McCann, an assistant to Thomas Flynn, will temporarily set up the Freight Division, and along with Mr. Flynn get it under progress operation. Very soon the Dairy, Laundry, Dry Cleaning, Bakeries, Taxicab, and others will have established headquarters in Washington, D. C., with directing chairmen, officers, and organizing personnel. The financial contributions are on a voluntary basis and the Conference will be, with present and continuing contributions, on a fine, sound financial basis with a splendid budget program for the coming year.

I have named Harry Tevis, president of the Pittsburgh Joint Council, to the vacant position on the General Executive Board, and I am transferring Organizer Dietrich of Pittsburgh to permanent residence and assignment in New York State.

The first annual conference session of the Eastern Conference will be held in Washington, D. C., October 18-21. The headquarters will be

at the Statler Hotel. The entire Trade Division personnel of the Eastern Conference will undoubtedly be functioning out in the field and making fine progress long before October 1, when this first annual session is commencing.

On a national level we are continuing to arrange conferences with various International Unions, in and out of the American Federation of Labor, for the purpose of arriving at mutual International understanding on the status of jurisdictional and organizing activities and other interrelated programs.

General Executive Board's Position

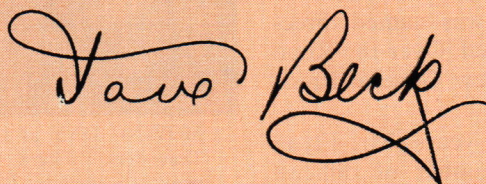
It is the unanimous conclusion of our General Executive Board that the best long range results will be secured by conferences and agreements arrived at by direct negotiations between this and other International Unions, in and out of the American Federation of Labor.

The International headquarters building is progressing on schedule and is attracting favorable comment on its beauty and facilities from every member of our International Union that visits Washington. We have added personnel to our Statistical Staff under Director Dave Kaplan and will increase it from time to time. Also, our Publicity and Promotional Division under its administrator, Eddie Cheyfitz, is, at present, making a national survey of our International magazine. Here I ask your complete cooperation and I invite your comments on our monthly publication. Be sure and advise us if you are not receiving the magazine and whether or not it meets with your approval. We welcome constructive criticism as well as commendation.

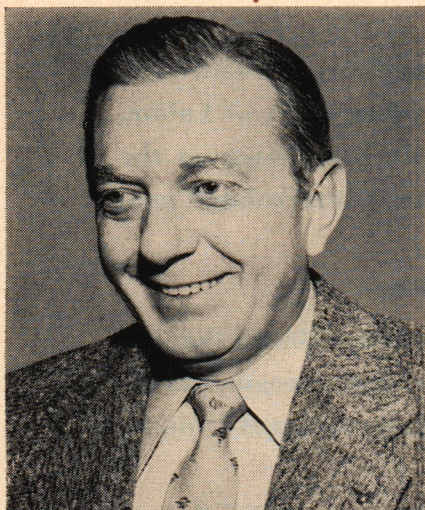
Western Conference to Meet

The Western Conference will hold its annual session at San Francisco starting June 28. The International magazine will record the Conference in its August issue that will be delivered to you in July.

The International Union will sponsor this year a Canadian Conference of Teamsters to be held at the same time and place as the session of the Canadian Trades and Labor Congress. This is in concert with the long range planning we have for organizing in Canada and we will have in attendance leading officials of our International Union both from its Executive Staff, from its Auditing Department, and also from its Trade Divisions on a national and regional basis.

A handwritten signature in dark ink, reading "Dave Beck". The signature is fluid and cursive, with the first name "Dave" and the last name "Beck" clearly legible.

FLYNN, TREROTOLA NAMED TO CONFERENCE POSTS



THOMAS E. FLYNN



JOSEPH TREROTOLA

THOMAS E. FLYNN has been named chairman and Joseph Trerotola has been appointed secretary-treasurer of the Eastern Conference of Teamsters. The appointments were announced last month by General President Dave Beck.

Mr. Flynn had been secretary-treasurer of the conference, a post he had held since the organization of the Eastern Conference of Teamsters last year. The chairman of the Eastern Conference, Edward Crumbrock, resigned, leaving a vacancy in the chairmanship.

The officials of the conference are both widely experienced Teamsters.

Mr. Flynn, a veteran Teamster, became a general organizer for the International Union in 1941. He served as assistant to John Gillespie, assistant to the General President, and continued as Mr. Gillespie's assistant when he became General Secretary-Treasurer succeeding Thomas Hughes. He served in the General President's office until the 1952 convention when he was named director of the National Over-the-Road Division by the new General President, Mr. Beck.

In the last two years, Mr. Flynn has handled a number of difficult special assignments for the Interna-

tional including problems in St. Louis, Mo., Newark, N. J., and Philadelphia. He worked with International Vice President James R. Hoffa in the International's program in St. Louis. In New Jersey he was in charge of the Joint Board's campaign to win a National Labor Relations Board election in the successful campaign known as "Operation Newark."



MOVING DAY as the Eastern Conference transfers offices to Washington, D. C. Teamsters Richard Carter and J. Porter of Local 639, Washington, have their books checked by Richard Bell, secretary-treasurer, and Leonard Trainham, business agent of 639. The move took place during Truck Safety Check week.

On the Cover

General President Dave Beck and Thomas E. Flynn, newly-appointed chairman of the Eastern Conference, survey construction progress on the fast-rising Teamsters' headquarters building in Washington. Eastern Conference offices have been moved to Washington.

Mr. Flynn has four children, two sons and two daughters.

Mr. Trerotola, a fine, outstanding Teamster official, has been identified with dairy union activities in New York. He was one of the founders of Local 607 of which he has been president since 1947. A Teamster since 1937, Mr. Trerotola is well known in New York and national activities. He is a trustee of the Dairy Employees' Health and Welfare Fund and serves on the committee on Health and Welfare for the Central Trades & Labor Council.

Active in joint council activities, Mr. Trerotola is vice president of Joint Council 16. He is on the policy committee of the National Dairy Division.

Mr. Trerotola lives in New York City. He has one son.

REPORT FROM DIXIE:

Vast Potential Seen in Southland; Organizing Tempo to be Stepped Up

**Southern Conference
of Teamsters Studies
Opportunities for
Growth, Ways to Im-
prove Services to
Members in Fast-
Growing Region**



INTENSIFIED efforts toward organization are being put into action in the South as the result of action taken at the 1954 meeting of the Southern Conference of Teamsters. The annual meeting was held in Biloxi, Miss., May 5-10 with more than a hundred delegates from ten Southern states attending.

Highlights of the 1954 meeting included:

1. Appearance before the delegates for the first time of a Teamster General President when Dave Beck spoke at the annual banquet and pledged organizational and financial aid to the Southern organizing campaign.

2. Addresses by nationally known speakers from labor affairs, the industry and Teamster trade divisions.

3. Reports from trade divisions of the Southern Conference and organization of a new one to handle work in its industry area.

4. Full discussion of problems which confront the South on every sector—organization, legal, legislative with leaders from the Teamster organizational and legal staffs appearing as speakers and discussion leaders.

5. Revision of the conference constitution and the appointment of

trade division chairmen and the conference Policy Board and the election of officers.

The annual conference opened May 5 and extended through May 10. During this six-day period delegates from the ten Southern states had an opportunity to discuss local, state and regional problems. In his opening remarks Murray W. Miller, Dallas, Tex., chairman-director of the conference emphasized the importance of basic trade union education and indoctrination as weapons against anti-labor propaganda and agitation. He called on the delegates to do a constant job of

education reminding the old timers who struggled through the twenties and thirties of their fight to build union organization lest they become forgetful and in referring to the newer members Miller said, "we have young people coming out of service who never had to work before and don't know anything about a depression—all they see are the conditions that we have built—that we have struck for and have sacrificed for. Too often they are inclined to believe anyone who comes along with propaganda about who gave it to them. If we don't explain the situation properly and educate them properly, someone else will do it and will tell them and educate them on the other side."

The chairman called for education of the delegates to planning and working for more effective Teamster organization in the South and he said in this work that meeting the facts frankly and explaining them to the local union membership was one of the basic essentials to success.

Teamster officials who have helped the Southern Conference were signaled out for special mention with Vice President James R. Hoffa, Detroit, Mich., and Harold

EDITOR'S NOTE

This report on the annual meeting of the Southern Conference of Teamsters was postponed from the June to the July issue of THE INTERNATIONAL TEAMSTER due to the publication last month of reports of the annual sessions of the National Trade Division and Central States Conference of Teamster meetings in Chicago. The Southern Conference of Teamster meetings were held in Biloxi, Miss., May 5-10.

SOUTH IN THE SPOTLIGHT:

Ten States Send Delegations To Southern Conference Session



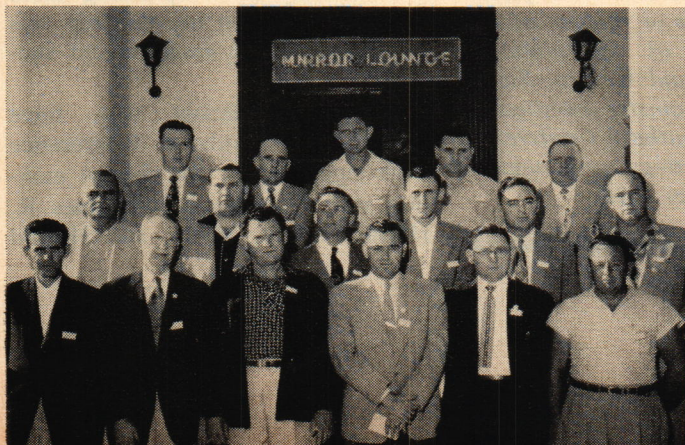
ABOVE—Georgia Delegates: Front row (from left)—E. P. Taylor, Atlanta; E. D. Nelms, Savannah; R. C. Cook, Atlanta; M. C. Riner, Savannah, and J. S. McNair, Atlanta. Rear row—Gid Parham, L. M. Robinson, R. V. (Ruddy) Pulliam and W. L. Mathis, all of Atlanta. Teamsters met May 5-10.

BELOW—Texas, J. C., 58 Delegates: Front row (from left)—J. E. Prince and Lee Roy Witterstaeter, both of Beaumont; D. A. Sandoral, Houston; Archie W. Hawley, San Antonio, and Douglas L. Smith, Galveston. Second row—A. A. Nelson, Galveston; J. O. Peveto, Beaumont; C. A. Ebelt, R. B. Moon, and R. A. Malloy, all of Houston. Third row—Nickles Howard, Jr., Houston; J. P. Sims, Galveston; E. Z. Luce, Houston; W. J. Christian, Galveston, and R. C. Shafer, San Antonio. Fourth row—Frank Mercer and Randall G. Miller, Houston; Perry L. Julius, Galveston, and H. C. Holt, San Antonio. Fifth row—W. W. Teague, Houston. See facing page for other Texans.



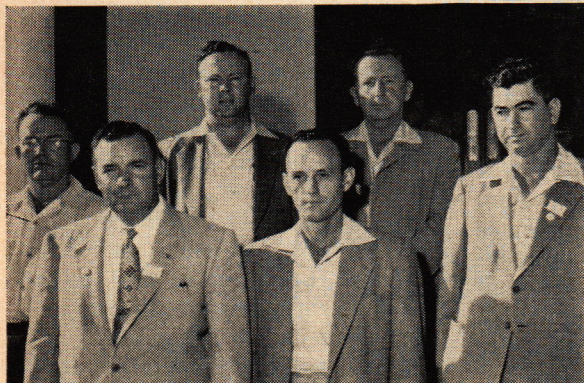
LEFT—Alabama Delegates: Front row (from left)—M. R. (Mort) Sherman, Birmingham; Morris Alpert and Leo Wermitt, both of Mobile. Rear row—Don Brandenburg and Vincent Kilborn, both of Mobile, and Roy E. Raley, Sheffield.

BELOW—Tennessee Delegates: Front row (from left)—R. A. Farrell, Memphis; R. R. Elder, Knoxville; William A. Smith and Don Vestal, both of Nashville; A. C. Sloan, Knoxville, and H. L. Boling, Chattanooga. Second row—John L. Biggers, David H. Weir and J. E. Owens, all of Memphis; Paul E. Snapp, Kingsport; Loyd L. Turner, Memphis, and Perry H. Canaday, Nashville. Third row—Ralph G. Vaughn, Nashville; Harrison Ray, Knoxville; Roy Smith, Chattanooga; J. J. Morriselle, Kingsport, and George E. Hicks, Jr., Chattanooga.



ABOVE—Arkansas Delegates: Front row (from left)—Allen Meyer, Tom Gentry, Odell Smith and George A. Shackelford, all of Little Rock. Rear row—Bernie Barnard, Fort Smith; G. L. Glover, Texarkana, and George F. Thompson, Fort Smith. Ten states sent delegates to Biloxi.

RIGHT—Louisiana Delegates: Front row (from left)—E. F. Johnson, Shreveport; Louis Oliver, Lake Charles; J. W. Terry, Shreveport; Gable Aguillard, Lafayette, and Frank W. Falquist, Baton Rouge. Second row—M. C. Grubbs, New Orleans; E. G. Partin and Paul Kuhns, Baton Rouge; L. J. Landry, Plaquemine, and Elmore P. Poche, Baton Rouge. Third row—Calvin H. Harris, Sherman N. Copelin and Samuel G. Poplus, all of New Orleans; John Anderson, Baton Rouge, and Carroll G. Bolding, New Orleans. Fourth row—A. J. Batiste, Baton Rouge; Manny Moore and Theodore Griffin, both of New Orleans.



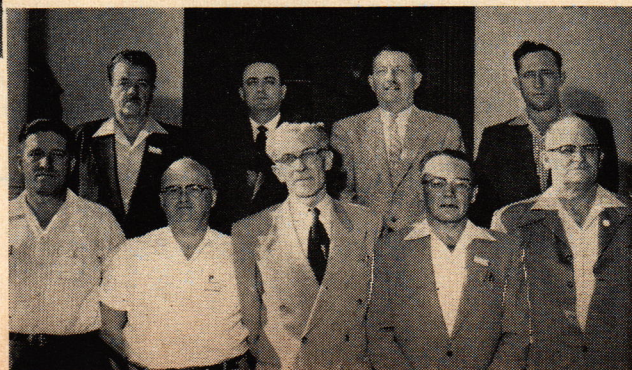
ABOVE—Kentucky and Mississippi Delegates: Front row (from left)—John Mohfield and Lewis Page, both of Paducah, Ky. Rear row—E. L. Mancil, Gulfport, Miss.; R. L. Park, Tupelo, Miss.; L. M. Hoover and T. E. Martin, both of Jackson, Miss. Delegates met at Biloxi.

BELOW—Texas, J. C., 80 Delegates: Front row (from left)—Maurice Mitchell and Wilson Renau, both of Amarillo; J. M. Waltrip, Abilene; James Lacy and Fred C. Sandford, both of Dallas. Rear row—F. M. Lathem, Abilene; S. P. Wilson and Glenn Bailey, both of Fort Worth; W. T. Kelley, Abilene, and W. L. Piland, Dallas. See facing page for J. C. 58 photograph.



ABOVE—Florida Delegates: Front row (from left)—J. W. Hughes, Tampa; Louis Siegel and Glenn W. Smith, Miami, and J. E. Davis and Charles H. Dobson, Jr., both of Jacksonville. Second row—Julius R. Griner, W. E. Roulen, Morris E. Davis, Sr., and McKinley Glennright, all of Jacksonville. Third row—Paul H. Hall, Jacksonville; J. W. Wallace, Miami, and J. L. Prince, Jacksonville. All phases of Teamster work were represented.

BELOW—Oklahoma Delegates: Front row (from left)—Floyd J. Wedd, Gloyd Davidson, James Hamilton and A. V. Streeter, all of Oklahoma City, and C. W. Jenkins, Muskogee. Rear row—Perry C. Shryock and Frank Grayson, Oklahoma City; Gordon L. Shryock, Tulsa, and A. B. Griffith, Muskogee. More than 100 delegates attended the sessions.



Gibbons, St. Louis, Mo., chairman and secretary-treasurer of the Central Conference of Teamsters cited.

A discussion of colonialism and the impact of inequality of racial treatment were themes discussed in an address by the Reverend L. J. Twomey, S.J., director of the Industrial Relations Department of Loyola University, New Orleans. He traced the background of unrest among the colonial peoples and observed how the Communists are capitalizing on this unrest. He drew attention to the relationship of the unrest abroad and racial discrimination in the United States.

The Loyola priest called on the labor movement to become a more effective voice in the future than it has in the past in behalf of the little people. He called for a lessening of the strife among unions and greater emphasis on service to the inarticulate millions of working people.

Management's point of view was presented by Jack Cole, Birmingham, Ala., president of the American Trucking Associations. He discussed steps toward labor-management cooperation and cited as an example the formation and operation of the Independent Advisory Committee to the Trucking Industry of which General President Beck is chairman. He praised the work of President Beck on the committee which is seeking, among its goals, a greater share of mail cargo for motor freight.

RAID PROPAGANDA CITED

Mr. Cole discussed a number of problems which are plaguing the industry such as the propaganda warfare being carried on by the railroads against the trucking industry; discriminatory state laws whereby taxes and other requirements beyond all reason are promulgated. He discussed the tax problems particularly and said that the situation is causing economic distress in the industry.

Following the addresses at the morning session the conference went into its trade division discussions for the remainder of the conference period until the final day when the delegates assembled in a general meeting to hear reports and revise the constitution.

National speakers appeared at

several of the trade division sessions to report on national developments. Vice President James R. Hoffa spoke before the Motor Freight Division meeting and attended other sessions, giving advice and suggestions on ways and means of improving the organizing program.

Harold Thirion, director of the National Building Materials and Construction Drivers Trade Division spoke before the Building and Construction Division. He gave a report of the construction picture as it appears today and outlined steps which might be taken to bring the construction drivers' union into a more effective national group. He suggested advances which were referred to the Recommendations Committee for study and approved.

Harold J. Gibbons, acting director of the National Warehouse Division, reported on the recent Central States and National Trade Division conferences in Chicago and presented reports on warehouse studies. He said that the South was faced with similar problems that confronted those in the North plus some which the North did not have—strong employer resistance to the recognition

Eastern Session to Round Out 1954 Meeting Program

When the Eastern Conference of Teamsters meets in Washington, D. C., October 18-21, the 1954 program of conferences will be rounded out with all sections of the country having an opportunity to convene.

The Central States Conference of Teamsters meet in Chicago April 25 and 26 followed by the annual meeting of the National Trade Divisions. These meetings were reported last month.

The Western Conference of Teamsters met in San Francisco, Calif., June 28-July 2 and this session will be reported in the August issue.

The National Brewery & Soft Drink Workers National Trade Division met in Washington last month and its meeting is reported in this issue.

The Eastern Conference session will mark the first time that area organization will have met since its initial organization last year in Washington.

of the principle of trade unionism.

Louis C. Harkins, director of the National Cannery Division, spoke on the need for organizing the canning industry. He pointed out to the delegates that marked advances had been made in the canning industry in the West and that changes are taking place in the Central states area. He said that the South offers great opportunities and challenges to canning organization work. He promised the cooperation of the National Office in this endeavor.

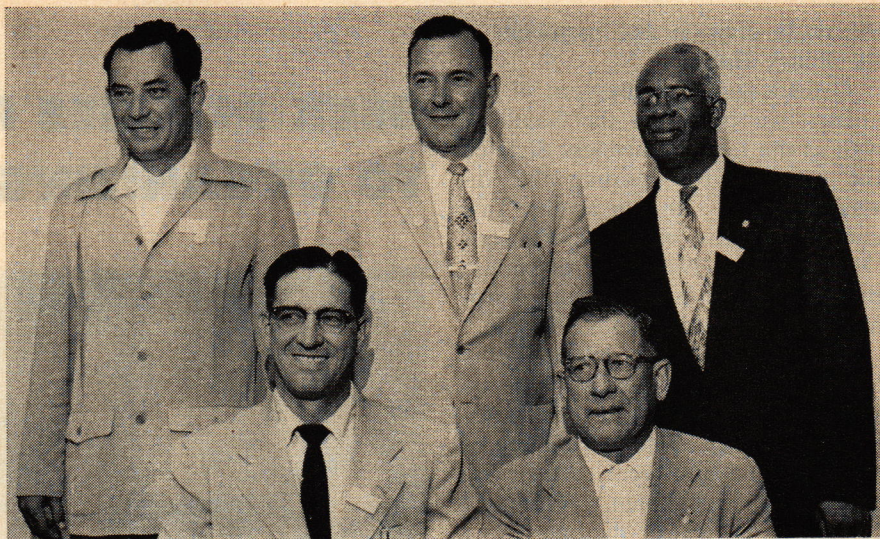
ATTORNEYS MEET

One of the features of the 1954 conference was the two-day session of attorneys representing local unions, joint councils and the Southern Conference of Teamsters. Lawyers from most of the states in the area were present and met under the chairmanship of Dave Previant, Milwaukee, Wis. Problems of legislation and regulation were discussed and following their meetings reports were given to the delegates by Mr. Previant and by conference attorneys, Paul Barker, Baton Rouge, La. and Nat Wells, Dallas, Tex.

Following discussion in both general sessions and trade division meetings the delegates considered policy changes on its final day in a general meeting. The principal steps were taken following reports of the Recommendations Committee under the chairmanship of R. C. Cook. Three recommendations were brought forth from the Building and Construction Division. In one the conference approved action whereby the Southern Conference of Teamsters will participate with each of the other area conferences and Harold Thirion, director of the National Building and Construction Drivers Trade Materials Division to negotiate a national pipelines agreement. A second recommendation instructed the chairman to meet with and participate in the negotiation of contracts with national companies and a third recommendation in the same division placed the delegates on record as favoring a uniform system of classification of truck drivers in the construction industry.

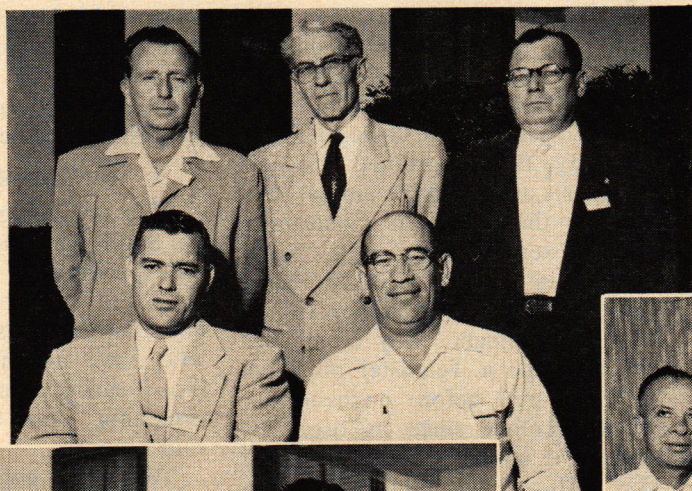
The delegates approved a recommendation whereby the chairman-director of the conference would have the authority to appoint chairmen of

Rules Committee: seated (from left)—Floyd J. Weed, chairman, and A. A. Neslon. Standing—J. W. Wallace, John Mohfield and Carroll Bolding.



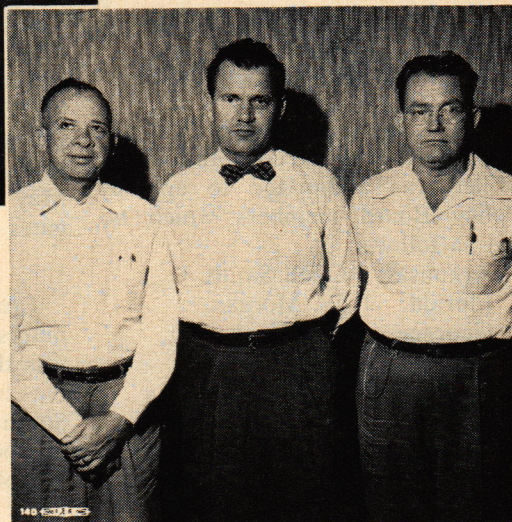
SOUTH IN THE SPOTLIGHT:

Committees Chart Course For Teamsters in Dixie

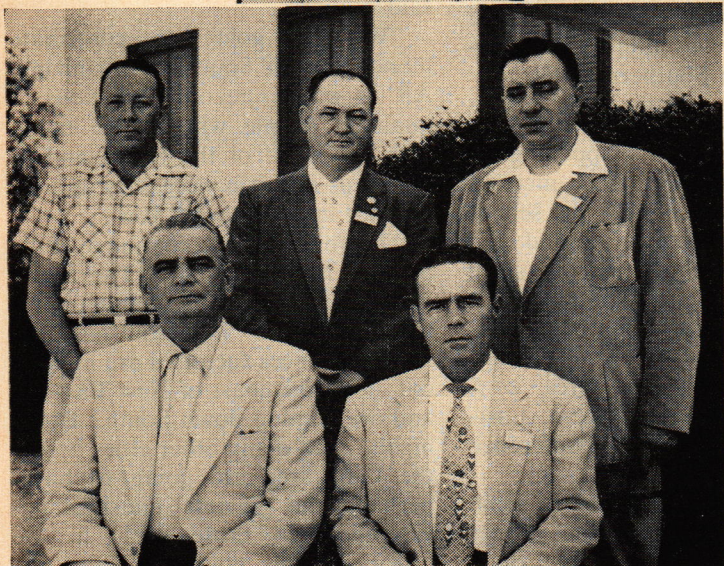


Constitution Committee: seated (from left)—Don Vestal, chairman, and Morris Alpert. Standing—L. M. Hoover, James Hamilton and James M. Lacy.

Credentials Committee: Paul Kuhns, R. B. Moon, chairman, and E. L. Mancil.



Recommendations Committee: seated (left to right)—J. L. Biggers and R. C. Cook, chairman. Standing—Paul H. Hall, Odell Smith and Manny Moore.



the trade division and members of the Policy Board.

Growth and development of the automotive trades in the South as well as the taxicab business dictated the necessity for splitting this division formerly known as the Taxi and Automotive and Miscellaneous Division into two new divisions: the Taxicab Division and the Automotive and Miscellaneous Division.

By action of the delegates the Motor Freight Division will also be known as the "Southern States Drivers Council" with jurisdiction of over-the-road and local cartage operations and dockmen. The new council set-up will be the bargaining representative covering operations under its jurisdiction. This step is regarded as one of the most important taken at the Biloxi meeting and will make organization work in the motor freight field a top priority task in the months ahead, the delegates concluded.

Following revision of the constitution, consistent with changes offered after committee study, Chairman-Director Miller appointed the following as chairmen of the trade divisions:

Building and Construction Division: R. B. Bunch.

Motor Freight Division: Glenn Smith.

Taxicab Division (new division): J. R. Griner.

Automotive and Miscellaneous Division: Don Vestal.

Warehousing and Shipbuilding: Manny Moore.

POLICY BOARD

Under the revised constitution Mr. Miller was authorized to appoint Policy Board members which he did as follows:

Arkansas: Odell Smith.

Florida: J. W. Morgan.

Georgia: R. C. Cook.

Kentucky: John Mofield.

Louisiana: Paul Kuhns.

Mississippi: L. M. Hoover.

Oklahoma: Floyd Weed.

Tennessee: Don Vestal.

Texas: Glen Bailey.

Four cities extended invitations for the 1955 conference meeting, Galveston, Biloxi, Jacksonville, Fla., and New Orleans, La. Following a brief discussion on plans for 1955 the delegates voted in favor of Galveston.

BECK PLEDGES FULL ASSISTANCE TO ORGANIZING DRIVE IN SOUTH



PRESIDENT Beck gives emphatic gesture as he addresses Southern Conference.

THE INTERNATIONAL UNION will do everything that is humanly possible to aid and assist organization in the South."

With these words General President Dave Beck heartened delegates and guests attending the annual banquet of the Southern Conference of Teamsters meeting in its annual meeting in Biloxi, Miss., in May. The dinner given in honor of the General President, May 6, marked the first time a Teamster president had appeared before a session of this conference since its organization. The annual meeting was held May 5-10 and was attended by delegates from ten Southern states.

FIRST APPEARANCE

President Beck in his opening remarks said that the 1954 meeting was the first opportunity his schedule had permitted to attend the Southern Conference session since he took office in December 1952. He told the delegates that he is making it a policy to attend all the annual meetings of the area conferences—Southern, Western, Eastern and Central States Conference of Teamsters.

In his address given before some 300 persons attending the dinner at the Buena Vista hotel, Mr. Beck

covered a wide range of topics but placed principal emphasis on pledges of assistance to the South and on problems of organization of the Teamster jurisdiction in the South.

MEN OF EXPERIENCE

"We are going to locate men in the South who have had many years of experience in order to give balance and to call from that experience aid and assistance to those who have not had the benefit of those years of actual contact with our problems," the General President said.

"We are going to contribute money into the South for organizing. All we want is recommendations of qualified people who are in touch with the work of the South and to assure us that it is necessary and we will not hesitate to aid you . . .

"There is a change coming over the South," he continued. "The South is evolving from an agricultural structure into an industrial one. In many instances factories are moving out along the coast of New England and are coming down South. Birmingham and many other cities across the Gulf area are going to have, perhaps, the greatest industrial development in those areas in the history of this country of the last

SOUTH IN THE SPOTLIGHT:

Southern Conference Speakers Cite Great Potential in Dixie



R. A. Malloy, Houston, Tex., chairman, Miscellaneous Trades and Automotive division, reports.



Odell Smith, Little Rock, Ark., calls the Building & Construction Trades Division to order at the White House Hotel.



Glenn Smith, Miami, Fla., chairman of the Motor Freight Division, discusses progress in the booming Southern states.

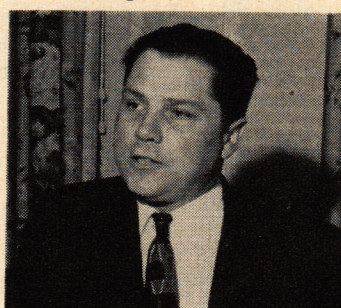


Murray W. Miller, Dallas, Tex., chairman and director of the Southern Conference of Teamsters, makes opening address of Biloxi meeting.

Manny Moore, New Orleans, La., chairman of the Warehouse Division, opens discussion of problems.



Vice President James R. Hoffa, Detroit, Mich., addresses the Motor Freight Trade Division.



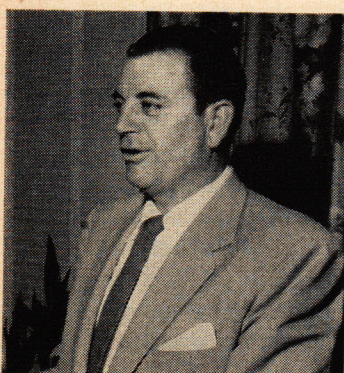
Acting Director Harold J. Gibbons, St. Louis, Mo., of the National Warehouse Division, speaks.



Harold Thirion (below), Washington, D. C., director of the Building & Construction Division, reports.



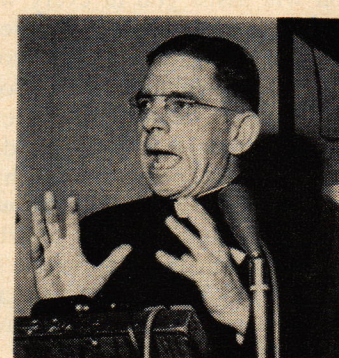
Bert Brennan (below), Detroit, chairman of the Central States Conference of Teamsters' Warehouse Division, is guest speaker.



Lewis C. Harkins (left), Washington, D. C., director of the National Cannery Division, gives suggestions on organization.



Jack Cole, Birmingham, Ala., president of the American Trucking Associations, spoke on the opening day's program.



Reverend L. J. Twomey, S.J., director of industrial relations, Loyola University, New Orleans, addresses Teamsters.

75 years. Looking into the future 10, 15, 25 or 50 years from now you will not recognize the South. As this great area becomes more and more industrialized you will find that organization will follow this development."

The General President discussed in detail the philosophy of the labor movement and said that working people have only their labor to sell . . . "they don't own laundries or bakeries or dairies or trucking companies or merchandizing organizations."

"Men and women join labor unions because, in our highly industrialized and mechanized society, they are hopeful that through the processes of growth, evolution and collective bargaining, they can take part in the scheme of things and sell their labor at the highest price, under the finest conditions, depending on the times and the ability to sell in the market place."

After reviewing some of the history of the labor movement and of the progress of the Teamsters' Union in other parts of the country, Mr. Beck addressed himself to the particular problems of the South with its wage differentials. Admitting the "serious opposition" before the Teamsters, he said that ". . . they might as well go out and try to hold back the tide as to stop the development of organized labor . . . it is an evolutionary process which has been going on and has been continuing to make great progress year after year.

'ASSIST IN EVERY WAY'

"I say to you," said President Beck, "that this International Union will assist you in every way we can, financially and otherwise. We are not going to back up from the organizing program in the South in the slightest degree. We are going to intensify it until we finally develop organization across the South as we have across the North. We want to do that, if it is humanly possible, by working with industry in the South. We want to do it with the progressive and far-seeing citizenry I know is in the South.

"There is no reasons in the world why we should be working for a great distributor, let us say, of Coca-Cola, out on the West Coast or

up around Detroit and getting, let us say, \$75 or \$80 a week salary and working an eight-hour day, five day week with two weeks vacation, and then find down South somebody working under conditions delivering the same product for half the salary—and the one thing above everything else which no one can explain regardless of salary paid is that the consumer still pays five cents for that bottle of Coca-Cola."

NO CHEAPER IN SOUTH

He pointed out that nationally advertised merchandise is not sold any cheaper in the South than in other areas and there is no reason why it should be handled and distributed for lower wages.

"Now some day," the speaker observed, "the working men and women of this country will come to the realization of this fact. As these gigantic corporations spread clear across our country in great chain operations, which we do not oppose, men and women who have nothing to sell except their labor alongside the company's products will demand that they be treated with the same consideration—and they can only be given fair and equal treatment in all parts of the country when they sell their labor through the processes of collective bargaining, because no individual can possibly stand up and compete as an individual against gigantic machinery of industry."

Saying that the union demands the highest type of personnel to represent it, the speaker said, "we are setting up the machinery and procedures in our International Union to know month by month just exactly the progress that every local union, every joint council, every trade division in every area are making. Unless we do this and know our progress we will not be doing our full job of leadership."

The obstacles to progress in the modern labor movement are many and the road is often rough, President Beck told the Southern Conference delegates and guests. He pointed out the resistance to organization by reactionary industry leaders and enactment of oppressive legislation such as the so-called "right-to-work" bills, the Taft-Hartley law and the Hobbs act. He

said that the pendulum of change swings back and forth with the balance of power on the side of industry and then on the side of labor and he predicted the swing is now coming back toward labor.

The importance of economic action by labor was emphasized by the speaker in saying that ". . . the great progress of the American labor movement has been made on the field of economic and not political action. We have built the greatest standard of wages, hours and conditions of employment known throughout the world through the processes of economic action."

And referring to economic problems, Mr. Beck drew attention to the economic decline of the last few months and said that the automobile industry symbolized the sharp depression the country is now in. He discussed in detail the complex problems of dealer financing, overload inventories, and reduced credit lines in explaining the economics of the auto business and how it has been affected by the economic downturn. Mr. Beck emphasized that the dealers and salesmen were being greatly injured because discounts in sales prices were on a dealer level, not at the factory level. This shows immediately the need for affiliation of salesmen with our International Union. He said that if a serious depression does occur, men and women of labor will turn immediately to their unions and look to them to press for economic hope and action. Mr. Beck deplored the decline in purchasing power caused by the elimination of overtime, overage employment and dismissal of thousands and thousands of workers. He said he feared that this trend would develop momentum to a dangerous degree.

TRIBUTE TO LEADERS

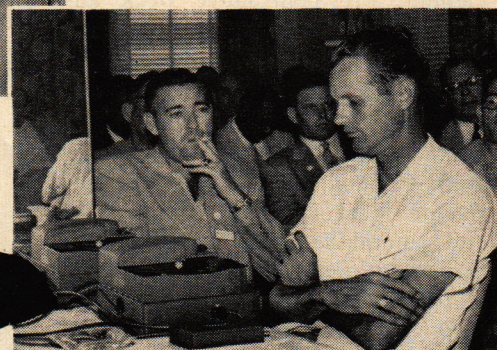
The importance of the labor movement in good times and bad was stressed by the General President who paid a tribute to the leadership of labor with emphasis of leadership at the local level and said that ". . . just as the heart of America is dependent on its average citizen, so is the labor movement dependent upon the average member

(Continued on page 14)



General President Dave Beck, making the first visit of a general president to the Southern Conference of Teamsters, meets with the Negro delegates from the ten Southern states. Photo made at an informal session during the week-long conference.

W. W. Teague of the Southern Conference of Teamsters staff supervises recording of proceedings at Biloxi.



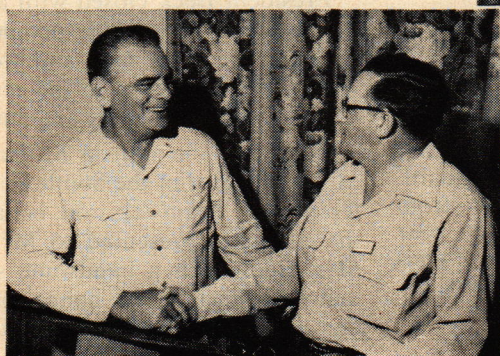
SOUTH IN THE SPOTLIGHT:

Sidelights at a Busy Session

Southern Conference delegates voluntarily contributed as individuals \$500 for local charities. Here two Teamsters present 500 silver dollars to representatives of the St. Anthony Society and the Kings' Daughters. Teamster E. L. Mancill (extreme left), Gulfport, Miss., and Odell Smith (extreme right), Little Rock, present gift.



John D. Biggers greets E. L. Abercrombie, organizer for the International Laundry Workers' Union, a guest at the conference.



General President Dave Beck greets one of the veteran delegates, Will Christian, of Galveston.



Twenty attorneys of local unions and joint councils in the South met at Biloxi and discussed legal problems and reported their recommendations at the final session of the meeting.

HARRY TEVIS NAMED VICE PRESIDENT

HARRY TEVIS of Pittsburgh, Pa., last month was appointed Eleventh International Vice President. General President Dave Beck announced the appointment shortly after the resignation of Third Vice President Edward Crumbock.

Mr. Tevis, Local 205, Pittsburgh, dairy drivers' local, is president of Joint Council 40 and has been active in local union, national dairy and general Teamster activities. He serves on the policy committee of the National Dairy Division and has been an active participant at both policy committee and general sessions of the division.

The resignation of Mr. Crumbock was submitted by letter to the International Office in the following letter to Vice President Einar Mohn:

Philadelphia, Pa.,
June 9, 1954.

"DEAR EINAR:

"Realizing that the work of the International Union must be carried on and not being in a position to carry out my assignments, I hereby tender my resignation as 3rd Vice President of the International Union.

"It has been my privilege to serve in this capacity of Vice President for over 13 years, and it is with deepest regrets that I leave this fine organization. I will remember you and all my associates on the Executive Board for many years to come.

"Please extend to them all my best wishes and particularly to General President Beck, my sincere thanks, and I will continue to pray for you all, that you may enjoy good health and success in the years ahead.

"With warmest best personal wishes, I am

"Fraternally yours,
s/ EDWARD CRUMBOCK."

President Beck sent the following acceptance of the resignation:

June 16, 1954.

"Mr. Edward Crumbock
Philadelphia, Pa.



VICE PRESIDENT TEVIS

"DEAR EDDIE:

"Einar read me your letter of June 9 in which you state that you are no longer in any position to carry out your assignments and for that reason are tendering your resignation as Third Vice President of our International Union.

"I deeply appreciate, as I know my associates on the General Executive Board do, your willingness to recognize the necessity for the work of the International Union to go on. It has been a privilege to have worked with you during the past thirteen years that you served on our General Executive Board.

"I trust that in whatever endeavor you now intend to enter, that you and your fine family will be happy and content and that you will not forget to count me and my other associates in the International as your personal friends.

"It is with the same feeling of responsibility for the work of the International Union that you so ably expressed, that I am accepting your resignation as a member of our General Executive Board.

"Let me hear from you from time to time and express to your family my personal wishes of continued success and happiness.

"Fraternally yours,
s/ DAVE BECK."

Southern Conference Hears Dave Beck

(Continued from page 12)

... the handful of men who direct the destinies of labor unions at their highest point are, in my opinion, not nearly as necessary as are great cross-sections of leadership, particularly in the local unions. . . . Without a great organization in the field out doing the work, the leadership is helpless. . . . We need top-notch organizers, statisticians, local business representatives, secretaries and the myriad of people who comprise the working structure of the American labor movement."

"We need local area weekly papers tied into our International Magazine to educate our members to our problems and to tell our story to the public in the local area. To effectuate such a program, the International Union stands ready to make loans associated with such financing to joint councils and area organizations."

Referring to charges against some officers of local unions, President Beck pledged to the delegates that Teamsters would always have their constitutional rights protected. "They are going to have a right to face their accusers," as every man has the right to do. They are going to have the right of cross-examination and are going to have their right to their day in court."

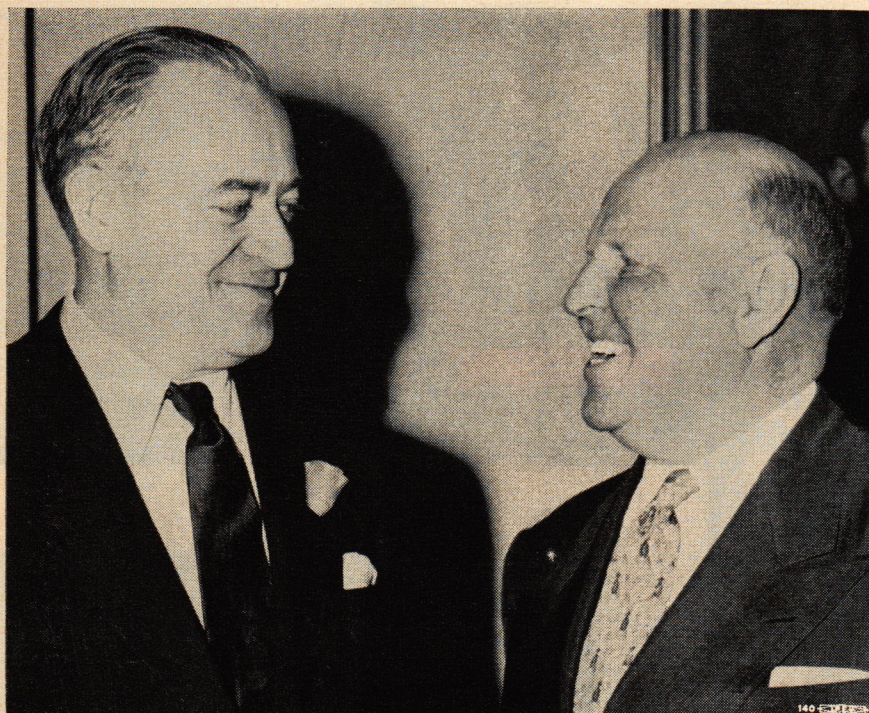
He criticized congressmen who urge that labor people be thrown out of the union without being given a trial or hearing, but do not insist that one of their own members who has been duly tried and convicted in court not be expelled from Congress.

PLEA FOR JUSTICE

President Beck closed with a plea for justice to all working people and said that we want men and women who will measure up to the responsibilities with which they are charged.

Following the address Murray W. Miller, director of the Southern Conference of Teamsters, on behalf of the delegates presented to Mr. and Mrs. Beck each a handsome set of matched luggage in honor of the General President's first visit to the Conference.

BECK, BRIDGES DISCUSS HIGHWAYS IN DEFENSE



SENATOR Styles Bridges of New Hampshire and General President Dave Beck after they had concluded their luncheon discussion on ways to expedite highway construction and maintenance.

THE importance of accelerated Congressional support of highway construction and maintenance was stressed by U. S. Senator Styles Bridges of New Hampshire at a recent luncheon meeting in Washington with General President Dave Beck.

'LONG-RANGE ASSAULT'

Senator Bridges, president pro tem of the Senate and chairman of its powerful Appropriations Committee, expressed the hope that the record road construction bill enacted by the current Congress will herald "a coordinated, long-range assault on the nation's highway deficiencies." Bridges was a staunch backer of the measure authorizing federal road aid expenditure of \$966 million a year for two years beginning July 1, 1955.

President Beck and the senior

Republican member of the Senate met June 11 in the latter's Capitol Building office, a tradition-laden chamber which once served as the meeting place of the U. S. Supreme Court. The meeting was arranged, Bridges said, "so that I might obtain first-hand the views of the Teamsters on highway construction and safety and related issues of vital interest to all Americans."

ENDORSES CAMPAIGN

After hearing from Beck a detailed account of Teamsters' efforts to develop greater public understanding of the truck industry's vital role in civil defense, the New Hampshire Senator said the campaign had his complete endorsement. Declared Bridges, who is also ranking majority member of the Senate Armed Services Committee:

"Our organized labor force in the

field of motor transport would play a decisive part in turning back sudden enemy attack. Rapid mobility of military forces for adequate defense of the nation and expanded facilities for use of motor vehicles by the civilian population require much greater emphasis on road construction and improvement."

The Teamsters' President and the Senator agreed that both economic and defense interests call for a speed-up in planning and construction of interstate super-highways linking metropolitan and industrial centers. Senator Bridges cited current work in New Hampshire on a stretch of the Boston-to-Portland expressway and a proposed Boston-to-Montreal route as steps in the right direction.

OTHER TOPICS

Other topics discussed by the New Hampshire Senator and the general president included:

Prospects for moving more U. S. mail by truck in line with the recent Redding Report published by the Independent Advisory Committee to the Trucking Industry;

Present economic trends affecting the more than six million men and women directly employed by the trucking industry;

The Teamsters' continuing educational campaign against Communism and all other subversive movements in the U. S.

TRIBUTE TO TEAMSTERS

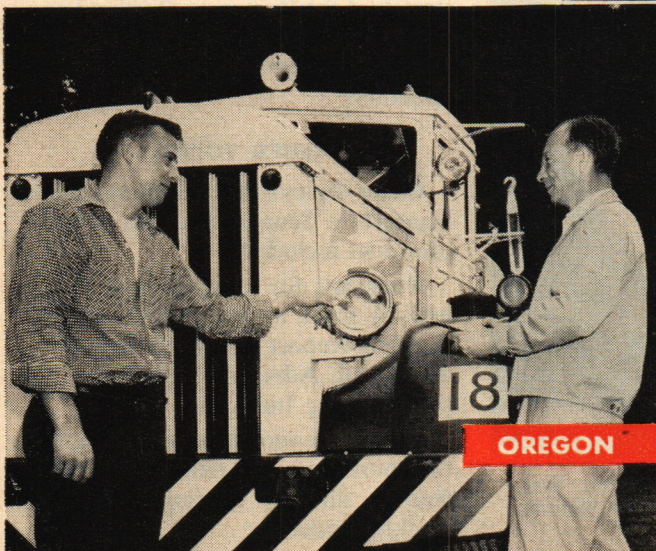
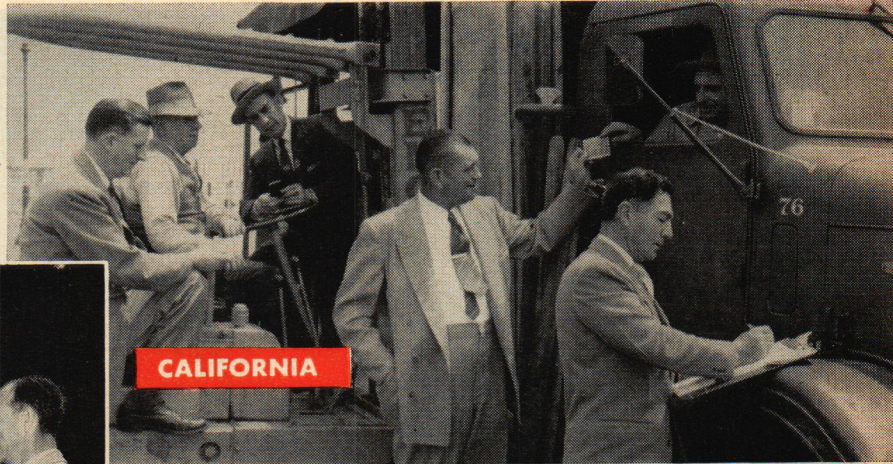
Senator Bridges paid particular tribute to what he termed the Teamsters' "positive and wholly American approach" to the problem of subversion and said he was aware of the job the Teamsters have been doing in behalf of Americanism.

"The American people should be everlastingly grateful for the leadership and example provided by the Teamsters and other great labor organizations on this crucial front," he told Beck.

The session ended on a highly personal note with Senator Bridges accepting President Beck's invitation to visit the Teamsters' International's impressive new headquarters building now nearing completion on the plaza adjoining Capitol Hill.

From Coast to Coast **SAFETY** is Keynote of Teamsters' 1954 Truck Check

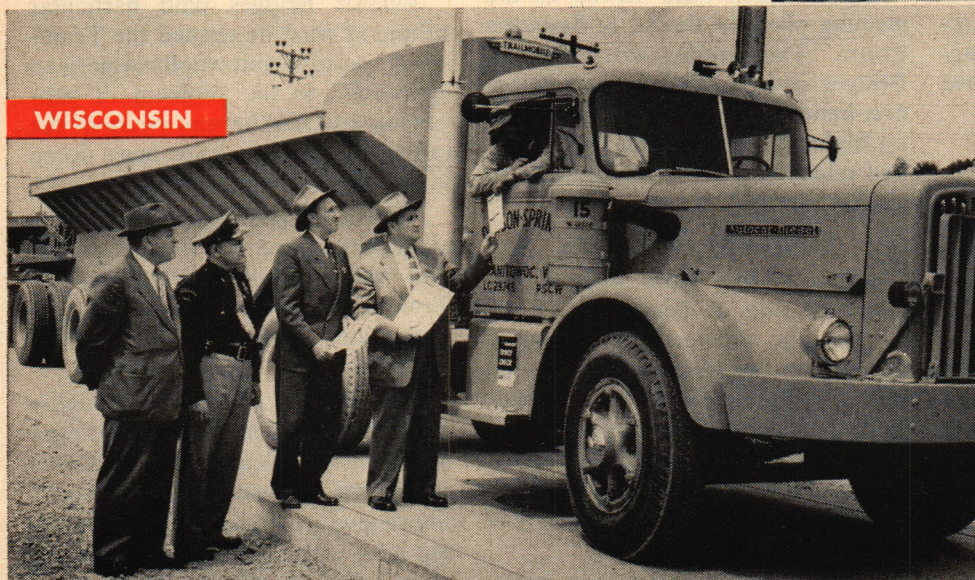
LOCAL 85, San Francisco, sent a crew to the busy intersection of Ninth and Bryant for the Truck Check. In photo at right are Tom O'Donnell, trustee; lift driver Joe Edmonds; Mike Fahey, trustee; Herman Kleist, business agent; Driver Leo Canata and Phil Dindea, business agent of Local 85 as check progressed.



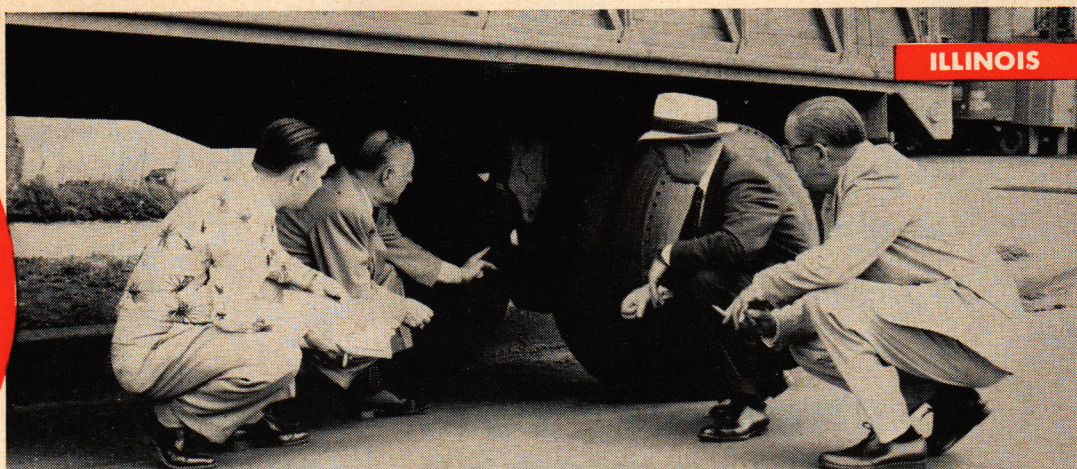
LIGHTS and turn signals are checked okay as Charles Rice, right, is checking the rig of Hack Montgomery, as Oregon Teamsters swung into action. Only the best of cooperation over the U. S. was reported as returns were made when checking was complete.



SEATTLE officials didn't slight a soul as they checked warehousemen as well as drivers. Here Johnny Erickson of Local 44 looks at the books of Dick Scramlin, Lee Bobbs and Les Furlong.



MANITOWOC, Wis., had Truck Safety Week proclaimed by the Mayor. In photo at left are the chief of police, state patrolman, C. F. Gass, president, and A. H. Novak, secretary-treasurer of Local 619, all cooperating in check.

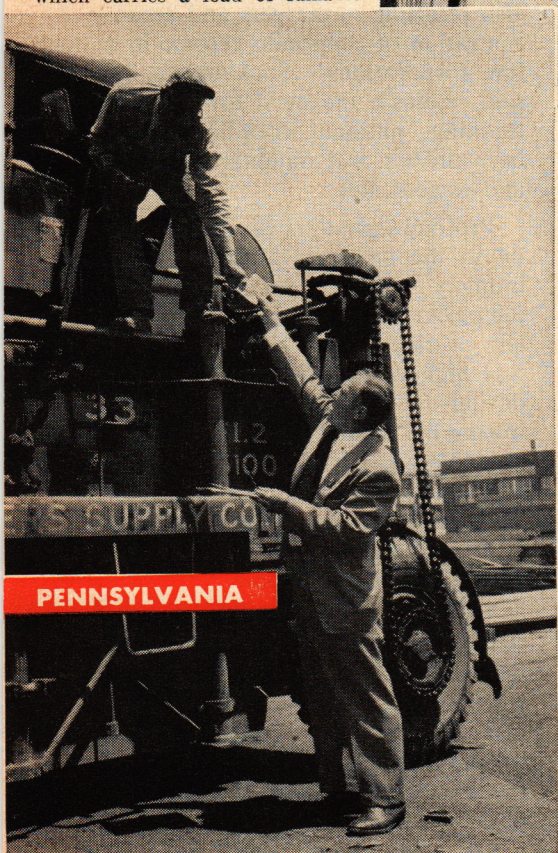


SAFETY CHECK appeals to International Vice President John T. O'Brien, pointing, in picture above, as Chicago began the Check. Others are John Ryan, Joint Council President Ray Schoessling, Wm. Joyce.

SAFE to say, most Union drivers were found with their dues books ready, as Joseph Mangan, V.P. of Local 807, New York, and John E. Strong, president, found out when, as shown in picture at right, they checked the driver and his rig.

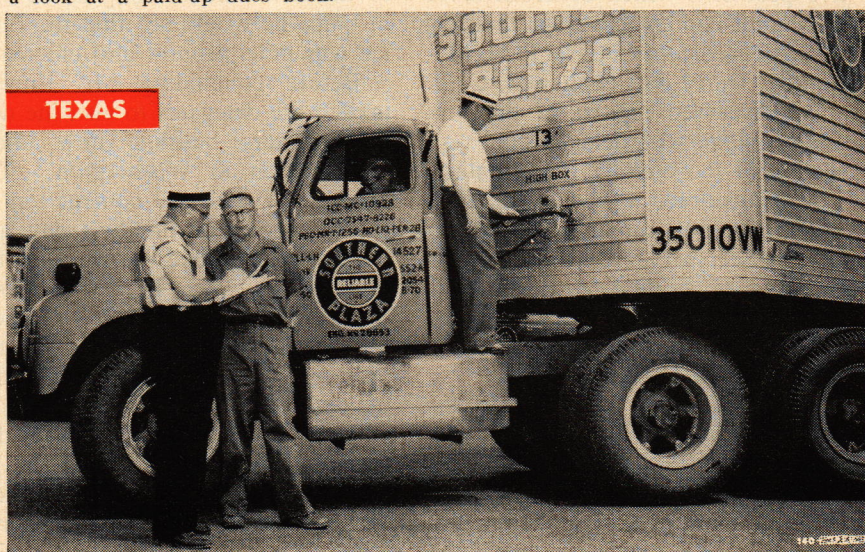


HIGH and low, the checkers went everywhere as the Safety Truck Check got underway. In Philadelphia, the picture below, the checker reaches to top of a rig which carries a load of lumber.



BIG D, as Dallas is known to Texans, saw a highly successful check on trucks. Here, in photo below, controls and connections get a going-over as man on left gets a look at a paid-up dues book.

✓✓ 1954



*Economic Trends, Industry Changes
Occupy Attention of Delegates
Representing 60,000 Drivers*

BREWERY, SOFT DRINK DIVISION MEETS

A FIRM determination to meet the many challenges to organization and progress of beer and beverage drivers was made by the 1954 conference of the National Brewery and Soft Drink Workers Trade Division in Washington, D. C. last month. More than 80 delegates representing some 60,000 drivers in the beer and beverage industry attended the two-day session June 2 and 3 at the Statler Hotel. The general sessions followed a meeting of the National Policy Committee of the trade division.

During the two-day meeting the delegates:

1. Heard discussions of national administrative problems from General Secretary John F. English and General Vice President Einar Mohn;

2. Heard an exposition of the various aspects of legal and legislative problems which confront labor in general and the beverage industry in particular from Counsel P. H. McCarthy, Jr., of San Francisco, Calif.

3. Discussed reports of progress and problems with delegates of every section of the country participating.

4. Considered a 48-page detailed statistical report submitted to the session by Secretary-Treasurer Thomas E. Flynn of the Eastern Conference of Teamsters. The report covered a survey of the industry in the 15-state Eastern Conference.

5. Added three members to the National Policy Committee.

6. Pledged cooperation of the Trade Division to the International Union in matters of organization and in turn called for full cooperation

of all other trade divisions in promoting organization of the beer and beverage industry.

The importance of organization and of "keep plugging" were the twin themes of the address made by Secretary-Treasurer English who was the first speaker at the opening general session. Chairman William Ahern, Local 896, San Francisco, Calif., introduced Mr. English and told him that the delegates would appreciate words of advice from the International officer. Secretary English briefly reviewed the growth of the conference method of organization and administration and praised the progress made by the division. He told the delegates the International Union would gladly extend financial assistance on a matching basis. He said that the staff of the International existed to give service to the field and as long as he was in office he would see that the service was both prompt and efficient.

Before concluding Mr. English invited the delegates to visit the new headquarters building now under construction in Washington. The delegates visited the construction on the afternoon of the first day and were given a guided tour through the building by Vice President Mohn and Hamilton Bryden, Jr., engineer representing the Teamsters on the project. The building is scheduled for completion this fall.

One of the most extensive discussions of problems facing the industry was given by Vice President Mohn who analyzed economic trends facing labor in general and having

a special impact on the beer and beverage industry. The downturn of the economic curve which has resulted in a 17 per cent decline in work of general truck drivers has taken place, he said, and beer drivers as a group are being seriously hurt. He said that for the first time in some years beer drivers with eight to 11 years experience and seniority are being laid off.

Related to the economic decline, Mohn said, are technological changes which are taking place in the industry whereby more work is being done by fewer and fewer men. As these changes are taking place other changes are going on in the industry with special attention being directed to decentralization in manufacture and distribution. He said that no longer are the premium, national beers being made in two or three centers. New plants are being built in various sections of the country enabling the great national concerns to service distribution from decentralized plants. He said that is especially true in developments in the West and he cited new plants of Anheuser-Busch and Schlitz in California as examples of his point. He said that this decentralization is also resulting in mergers and a concentration of economic volume in a few corporations. Such trends, he said, indicate the need for national thinking, national coordination of beer drivers and national contracts and wage scales.

Profound changes are also going on in the beverage and soft drink industry with canned pop leading the parade, he observed. The problem of canned soft drink beverages was high on the list of discussions during the two day meetings. Following the comments by Vice President Mohn, Chairman Ahern and Secretary-Treasurer Ray Schoesling, Local 744, Chicago, Ill., set aside a major portion of one half day's session to this topic.

The problem of handling canned beverages, said Mohn, poses the problem of wage scale of drivers who handle it. Will the grocery and general freight and cartage men handle it at their wage scales or will the beer and beverage drivers be able to distribute at the scales which they have been able to

achieve? This is a question that is becoming increasingly and immediately important in practically every section of the country.

Legislation and right to work laws were touched on by Mohn who pointed out that this new type law now on the books in 16 states is under consideration in at least three more. These state laws, he said, can affect distribution not only intrastate, but the sum-total of these laws is having a serious effect nationally on drivers' standards and wages. He also drew attention to the changes in the National Labor Relations Board decisions and said that the attitude appears definitely anti-labor, as recent cases indicate.

Vice President Mohn said that the national conference method of organization and administration is proving its value to the Teamsters. Pioneered in the West, the conference setup is proving itself in all parts of the country. He praised the "splendid job" that is being done by the Southern Conference of Teamsters "under handicaps of which Teamsters in other parts of the country have no conception." He said the two new conferences are making rapid progress with the Central States Conference of Teamsters having just completed its first year and an annual meeting of all trade divisions in Chicago. He said that the Eastern Conference of Teamsters

is moving its headquarters to Washington, D. C.

The International Union, said Mohn, is placing organizers under the direct responsibilities of the area conference organizations where they may be assigned. This method of administration, he said, will make for more immediate and efficient results and control of field organizers. He said that the International is thinking in terms of getting men of ability in organization and familiarity with the industries to which they are assigned. Every effort will be to promote organization on a wide scale through conference coordination. In conclusion he drew attention to the relationship of the beer and beverage drivers to other divisions, chiefly to the freight and cartage drivers and the National Cannery Division. He urged close cooperation with all divisions, but especially to these.

A report of progress and activity of the conference was given by Secretary-Treasurer and Director Ray Schoessling. He said that since the trade division was organized six years ago substantial progress had been made and the Policy Committee and officers were fighting for advances every day of the year. He pointed out that the economic recession is a strong threat to wage and working standards and urged all locals to resist wage cuts and lowered

standards. He said this is especially important with prices still high. He said that the division delegates must be realistic and concluded that these conditions will not just "blow over," but must be confronted squarely.

Schoessling called on the trade division locals to set forth on an aggressive program in a three-fold effort: first, to organize into the Teamsters all those in the dual organization and those who are unorganized; secondly, to fight for the protection of Teamster jurisdiction on every front, and thirdly, to promote local autonomy.

The director praised the informal relationships developed in divisional and regional meetings and advised each beer and beverage local union to know other representatives in the union in his industry. He pointed out that every local in the International is concerned with the welfare of every other local and the big local is not secure in its well entrenched city, if one small local in a right-to-work state is endangered. He said that no union works alone, but must work as the result of the gains and advances made by the entire union.

Calling for full cooperation, Schoessling said that the trade division office wants to keep in touch with every local situation in which a National Labor Relations Board question arises or an election con-



POLICY COMMITTEE—The Brewery and Soft Drink Workers' National Division's Policy Committee added three new members at the Washington session. The committee as shown above is: seated (from left)—P. H. McCarthy, Jr., counsel; Otto Kellerman; Joseph J. Quillen, recording secretary; Ray Schoessling, secretary-treasurer; and William Ahern, chairman. Standing—Joseph H. Paust, Frank Seban, John Hoh, George Leonard, Robert F. Lewis, Antonio Felicetta, Dave Levinger and H. E. Brown. Kellerman, Hoh and Brown were added to the Policy Committee at the Washington conference. George Cavana, committee member, Seattle, Wash., was unable to attend last month's session.

test is proposed. He said that the national division wants to help, not interfere with local autonomy. He said the proof of that assistance being extended is written in the record of actual aid given by the national office to local unions which have had difficulties in the past. He said, that oftentimes, however, if information is given the national office in time, trouble can often be forestalled and great expense saved in particular situations. He called for full reports and cooperation on the part of all local unions affiliated with the division.

The wide range of legal problems confronting the industry was discussed by P. H. McCarthy, Jr., counsel to the trade division. Most of Mr. McCarthy's discussion was definitely "off the record," but he covered the many complex questions which have presented themselves in recent years. He drew particular attention to the changing interpretations being made by the National Labor Relations Board and pointed out that the Board appears to be against anything that labor is for.

He also discussed the implications of the so-called "right-to-work" laws now on the books in many states. He covered in detail various aspects of contract problems confronting Teamster beer and beverage local and discussed the owner-operator problem.

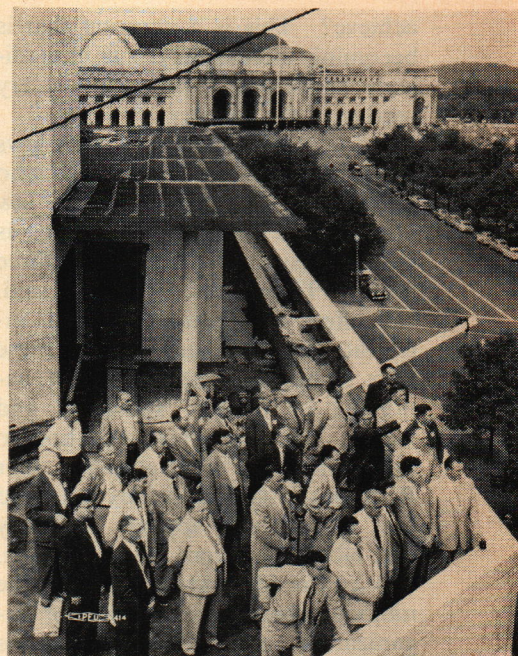
A report on progress in beer driver organization in the South was made by Murray W. Miller, director of the Southern Conference of Teamsters. After discussing in detail specific situations in which the

Teamsters are concerned Mr. Miller said that efforts are not being spared to win over to Teamster jurisdiction workers in the industry in the dual union or outside labor organizations. He said that these pledges of unremitting efforts were renewed at the recent area conference of the organization held in Biloxi, Miss., in May.

Director Schoessling and Chairman Ahern both drew attention of the delegates to the excellent economic and statistical study prepared by the Eastern Conference of Teamsters on the beer and beverage industry in its territory. Graphic charts and statistical tables spelled out the status of organization and the job ahead in organization work in the area. So impressed were the delegates with the report they formally passed a motion of thanks and appreciation to the Eastern Conference and Director Schoessling said that a similar study would probably be made on a national basis for the beer and beverage industry unions.

NEW POLICY MEMBERS

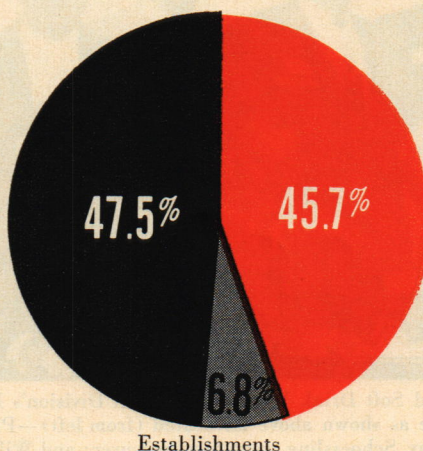
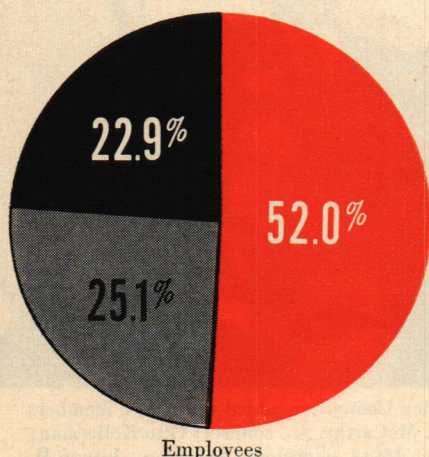
Three new members were added to the Policy Committee: Otto Kellerman, Local 125, Newark, N. J.; John Hoh, Local 8, New York City and Henry Brown, Local 152, Cincinnati, Ohio. Other members of the committee include Chairman Ahern, Secretary-Treasurer Schoessling; Recording Secretary Joseph J. Quillen; Antonio Felicetta, George F. Leonard, Dave Levinger, Robert F. Lewis, Joseph H. Paust and George Cevans.



Delegates study view from fast-rising Teamsters' building.

The problem of cooperation with other Teamster unions came in for discussion with special emphasis being given to work of the National Cannery Division. Speaking for that division was Lewis C. Harkins, director who told the delegates that there are a number of areas in which there are common problems. He suggested the desirability of a program of continued cooperation between the National officers and national policy committees of the two divisions. He said that it is easier to work out these problems in advance than it is to untangle a situation which becomes complicated with disagreements and litigation.

Before the two-day session closed a number of problems were referred to the National Policy Committee for consideration. Included among these is the question of a Teamster label for beer kegs, bottles and packages. Will the division recommend a special label for use or will the present Union Service shop card be used? This question will be considered by the Policy Committee and a recommendation be given to the affiliated locals. Following conclusion of business delegates renewed their confidence in the officers through reelecting the entire slate by acclamation: William Ahern, chairman; Ray Schoessling, secretary-treasurer and director.



CHARTS ABOVE show organizational status in Eastern Conference. Color shows Teamster organization; gray are other unions and black are unorganized.

Scenes as Brewery and Soft Drink Delegates Discussed Progress and Problems



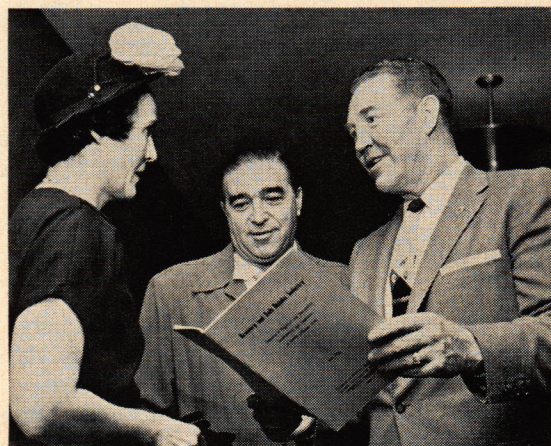
ABOVE: International Vice President Einar Mohn (standing) addresses the 1954 conference of the Beer and Soft Drinks Trade Division.



LEFT: William Ahern, San Francisco, Calif. (seated), chairman, and Ray Schoessling, Chicago, Ill., secretary-treasurer, of the national trade division.



LEFT: Informal scene of a discussion during beer and beverage conference. Contracts appear to be the topic under consideration.



ABOVE: Miss Margaret FitzPatrick, director of research of the Eastern Conference of Teamsters, receives compliments on beer and beverage survey and analysis from Delegates Harry Heilmann (center), Newark, N. J., and George Leonard, Los Angeles, Calif. The survey was submitted during the Washington conference.



LEFT: General Secretary-Treasurer John F. English (seated, left) and Ray Schoessling, conference secretary-treasurer, hold informal "caucus" before meetings begin during two-day conference. Delegates conferring with English and Schoessling are (from left) Everett Stallings, Local 523, Tulsa, Okla.; Gordon Shryock, secretary-treasurer of No. 523, and Clyde Rosborough, Local 745, Dallas, Tex.

EDITORIALS

'Piggy-Back' Problems

The developing transport method known as rail-train coordination but more popularly as the "piggy-back" method of hauling is filled with complexities, as Teamsters engaged in long line hauling are well aware.

Delegates who attended the recent National Trade Division and Central States Conference of Teamsters meetings in Chicago know this situation is rapidly becoming one in which goods will be moving by truck and trailer and rails.

And now comes a development which illustrates another facet of a problem of transport which is, on the surface at least, a complex one. The Interstate Commerce Commission was asked to suspend publication of railroad tariffs for trailer-on-flatcars. This protest came from a group of motor carriers out of Chicago. Specifically, the protests asked the suspension of the Pennsylvania Railroad's tariff No. 2170, I.C.C. 3360. The I.C.C. in mid-June acceded to the request and did suspend the tariffs filed by six railroads. The suspension order covers the period June 16, 1954, to January 15, 1955. Nevertheless, the problem is cited here as one which points up one of the complexities resulting from this new type of so-called "integrated transportation."

The reasons advanced by the freight lines group included arguments grounded on basic national transport policy. Thus we have the arguments joined by rails and trucks on both legal grounds and economic grounds. What the future holds appears to be in the hands of the regulatory agencies. But the trucking industry will continue a policy of vigilance with respect to threats which would cause a disintegration of the trucking industry.

The Milk Problem

If you have been noticing the papers lately, you may have seen a number of advertisements designed to increase the consumption of milk. The dairy industry has been sponsoring a "drink more milk campaign."

Teamster dairy drivers have a strong interest in the success of this campaign and some of the leaders among our dairy drivers have suggested that the industry do a better promotion job than has been true in the past.

Teamsters have a two-fold interest in the success of the drink-more-milk campaign. We want to see the dairy industry emancipated from the rather complex mess it seems to be bogged down in at the present time. As long as the dairy operators are in bad shape, our

drivers are likewise going to suffer. We also want to see the campaign succeed, for we believe that the country's health would profit substantially by a greater consumption of milk and dairy products.

The average American family does not spend as much of its food budget for milk and milk products as it should. The women, according to the experts, are notoriously low milk consumers, taken as a group. This is particularly true of the older women. One of the results of this underconsumption by women is a deficiency in calcium necessary for good nutrition.

Every American family could help itself through an improved diet by drinking more milk and using more dairy products. We hope the campaign to increase consumption succeeds. Both reasons of economics and good health are aligned on the side of success—as are the dairy drivers of the International Brotherhood of Teamsters.

Independence Day

This month we are celebrating the one hundred seventy-seventh anniversary of the Declaration of Independence. And this year celebrations should be no routine affairs limited solely by Fourth of July orations and outdoor picnics.

The world is in a state of frenzy and tension, fraught with insecurity on every hand. We should, therefore, take an opportunity in commemorating our Declaration to rededicate ourselves to the principles laid down in 1776. The words of the Declaration of Independence have a special significance today and that significance should not be lost sight of in the pleasures of a holiday week end or in an oversight due to the pressure of our everyday cares.

The Declaration is an eloquent document of revolution—revolution against abuses and carrying also a great plea for freedom. Today we are not in need of a restatement of revolutionary aims, far from it. But we are in need of reminding ourselves from time to time of the conditions from which we came as a nation. We do need to reaffirm the principles of independence so that we will not take for granted the great blessings won through 177 years of toil and struggle.

Above all we should remember that the key words of the Declaration are those which make a great plea for certain "inalienable rights"—and among these, as the document states, are "Life, Liberty and the Pursuit of Happiness."

These words have special significance today. These

are great ideals for which our forefathers were willing to fight and die. They are ideals which should be the lodestar for free people today. And organized labor, especially, should realize that only in freedom can they enjoy "life, liberty and the pursuit of happiness." If labor can truly win these aims, it will have achieved the level of living which is sought through improved conditions, shorter hours, higher standards and decent wages. Labor should not lose sight of the fact that it has more than the normal stake in the ideals of the Declaration of Independence—this is a thought laboring people might well carry with them in days of celebration.

An Excellent Study

When the National Brewery and Soft Drink Workers Trade Division met in Washington last month it considered many problems of the industry. One of the topics discussed by the delegates was the general area of the unorganized. How many in the industry are outside the Teamster fold? How many are in a dual union?

These questions cannot be answered with accuracy statistically without a thorough survey. Such a survey covering part of the country was offered to the trade division meeting last month by the Eastern Conference of Teamsters. This study, a 48-page survey and analysis of the brewery and soft drink industry in the 15 Eastern states, is one of the finest of its kind we have seen in some time. The survey and analysis was made by the Eastern Conference of Teamsters research staff.

Few better contributions to progress of the Brewery and Soft Drink Workers Trade Division could be made than to have this study expanded to cover all other sections of the country. With facts and figures, charts and graphs the report tells the story.

Union organizers know that knowledge is a weapon in organization and well organized and analyzed knowledge is a double-edged weapon. The Eastern Conference of Teamsters is to be complimented for making a real contribution to the procedures of organization.

Fruits of Colonialism

The tensions of the world today are based in a large part on the fruits of colonialism. This statement is scarcely news, but too often we ascribe reasons for conflicts and friction to many causes, often causes which are tangential to the basic reasons.

The colonial world is aflame and has been on fire for independence for several years. The age of the great imperialists is over. When the nations which have great colonial holdings refuse to recognize responsibilities toward underdeveloped territories, they are inviting a clash of ideologies.

The Soviet Union is looking for fertile fields in which to plant the seeds of Communism. And no more fertile fields will be found than the millions of the hungry,

the dispossessed. Russia seems to be making notable headway despite the fact that some 600 million former colonial peoples have been given their independence in the last decade or so. Ironically, during the same period the Communists have brought into their orbit about an equal number of people.

Thus the Soviet Union has many allies in the underdeveloped areas: poverty, disease and ignorance and with these colonialism. Add all of these up and with Communism as a catalyst, the reaction is powerful—so powerful that world peace is threatened daily.

The nations of the West seem to be making progress toward aiding in the fight against mankind's old enemies, but the progress against colonialism seems too slow for the times. Will the effort to cancel out the Communist designs and aims be sufficient and in time to avoid World War III. That seems to be the question that will be answered only in terms of peace or war, we fear.

Scrambled Economics

The present economy seems to become more and more scrambled as some segments of the nation's manufacturing community seek ways and means of disposing of their production.

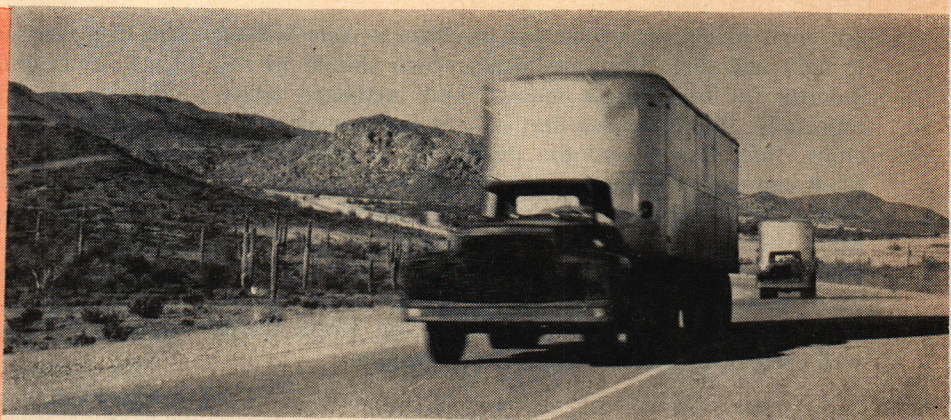
Perhaps the most dramatic illustration of piled up production appears in the automotive industry. The sad state of this industry has been the subject of sharp comment by General President Dave Beck for several months and the situation seems to be getting no better in the industry—worse if anything.

It appears now that the prediction that the 1955 models would be put on the market earlier than is the normal practice will further scramble an already disturbed sales and merchandising picture. Even many 1953 models are unsold and now we are told that within a short time the 1955 models will be on display. The results of the pressure by manufacturers continues to be a more and more demoralized dealer group with many closing their doors.

But hard times seem to be hitting more than the auto business. Department store sales are running behind normal. One of the reasons for a decline in the economy is found in the tapering off of defense expenditures. Defense has been an important phase of our economy the last few years and when this volume is cut back, the whole economy suffers.

This leads to the speculation that we may be in for another economic shot in the arm by way of renewed defense spending. In some quarters there has been open speculation that the country was about to embark on another war boom. If that is so, the whole economy may take an upturn—although, basically, such a remedy for our economic health would not seem to be sound. That is, we should not as a nation have to depend on defense spending and a war-boom economy to keep our economy on an even keel. It will be interesting to watch developments on both the economic and political front and see what steps are taken to arrest the current declines.

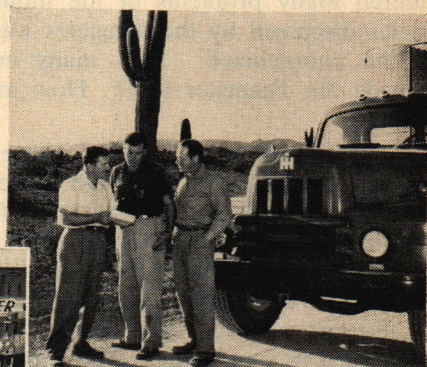
in the sun country with JC71



With cactus and sand on both sides of him, and the road shimmering ahead in the blazing noonday sun, a Teamster in the sun country has to stay alert to get his load safely through. Scene is near Phoenix.

RIGHT: On test track near Phoenix, trucks are put through paces. Shown are Engineer John Smathers, and Drivers C. F. Campbell and G. R. Vaughn.

LOWER RIGHT: As sign says, Phoenix is spring training ground of N. Y. Giants. Driver is Gene McDonald, Local 274, who's making pickup.



ABOVE: These cattle are going to market. At chute is Jack Wilson, Local 104.



IN the official roster of Teamster Joint Councils, No. 71 is referred to as, "Phoenix, and Vicinity."

Some vicinity! It includes nothing less than the entire state of Arizona, the entire state of New Mexico, and—just for good measure—a small portion of Texas.

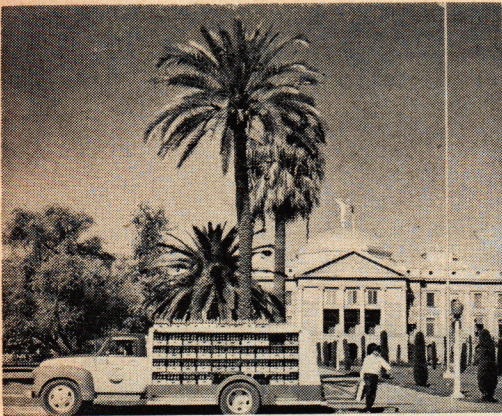
In this land of the wide open spaces, in which man and all his works seem small under the vast blue dome of sky, the International Brotherhood of Teamsters has just seven local unions; four in Phoenix, and one each in Tucson, Albuquerque and El Paso. Their combined membership is approximately 6,500. This may not sound much in an area that is as large as Illinois, Indiana, Ohio, Kentucky and West Virginia combined, but it should be borne in mind that in the Southwest, despite population growth of recent years, the cactus is a far commoner sight than man. Between the little pockets of people found in the towns, there is a brown, brittle landscape of desert and mountain that successfully fights off man's encroachment.

Depending upon your occupation, and the time of year you visit it, the Sun Country can be benign or malign. The rich easterner, taking his winter vacation in the area around Phoenix and Tucson (Brother, the daily rates start at \$65 double, American plan, at the Arizona Biltmore), receives a somewhat different impression of the Sun Country than the over-the-road driver who pulls in for beans and coffee at a roadside stop between Phoenix and Albuquerque. For the rich eastern dudes, the Sun Country has been tamed by money. For the driver of the big rig, fighting his

way up a long grade in the summer with the thermometer perhaps reading 110° outside the cab and hotter than that inside, the Sun Country is not a benign playground, but something to be endured.

This is not to say that there aren't a lot of happy Teamsters in the Southwest. As a matter of fact, they're about as loyal and homeloving a bunch of people as you'll find anywhere. Winters are wonderful, and in the summer, why, all you have to do is turn on your evaporative cooler to keep comfortable.

But labor—let us face it—works under handicaps in the Southwest,



That's the Arizona State Capitol in background. Coming down path is Carol Ruby, Local 274, soft drink driver.

tell you about it in one blunt sentence.

"The people who come out here to die make a tough labor market," he says. To the Sun Country, thousands come annually in quest of health. Those who don't find it right away use up their savings and then start competing for available jobs. Since they regard the Sun Country as a stopping-over place, they just want to earn enough dough to pay the rent and buy food. It doesn't take much imagination to see what this does to break down standard wages and working conditions.

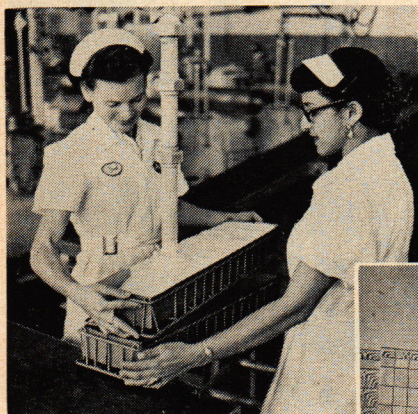
Arizona received its "right-to-work" law in 1946, on a vote of 61,000 to 49,000. A so-called "Veterans right-to-work committee," fronting for the cattle, agricultural and chamber of commerce groups, was behind the bill.

Not since 1939 has there been any real open hassle between Teamsters and employers in Arizona. That was the year when the Associated

Farmers of Maricopa County attempted to insist on an open shop contract between the over-the-road drivers and the operators hauling farm produce. At one meeting, where the contract was being discussed by Teamsters and employers, some 200 farmers, all made deputy sheriffs for the occasion, appeared in an effort to exert their influence. Later, at Blythe, Calif., the Associated Farmers had scabs bring in trucks with members of the association convoying them. Then the thing just fizzled out. The union got its contract and that was that.

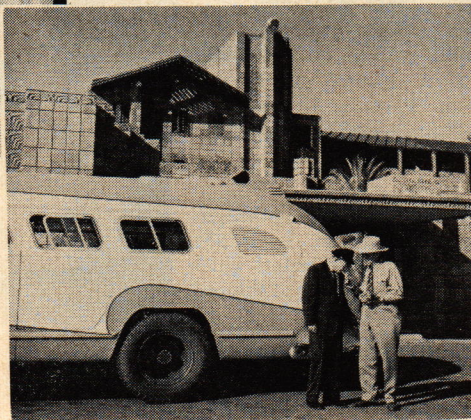
While the state laws today are stacked against him in Arizona, it is possible for a local union leader to play an effective and popular part in the civic life of his area. George Sebestyen (the name has a Huguenot background), the president of Joint Council 71, is on the board of directors of the Phoenix Community Chest, has served five years on the Junior Traffic Control Board, is a former chairman of a Phoenix rationing board. Sebestyen also is secretary of the Central Labor Council.

Outside of winter tourists, prob-



ABOVE: In Phoenix dairy, Opal Shaver and Celia Perez, Local 274, pack 2-gallon containers of ice cream.

RIGHT: At Arizona Biltmore, Brothers, the rates start at \$65 per day, double. Tanner tour driver Jim Stokes, Local 83, accepts light from one of many prosperous dudes.

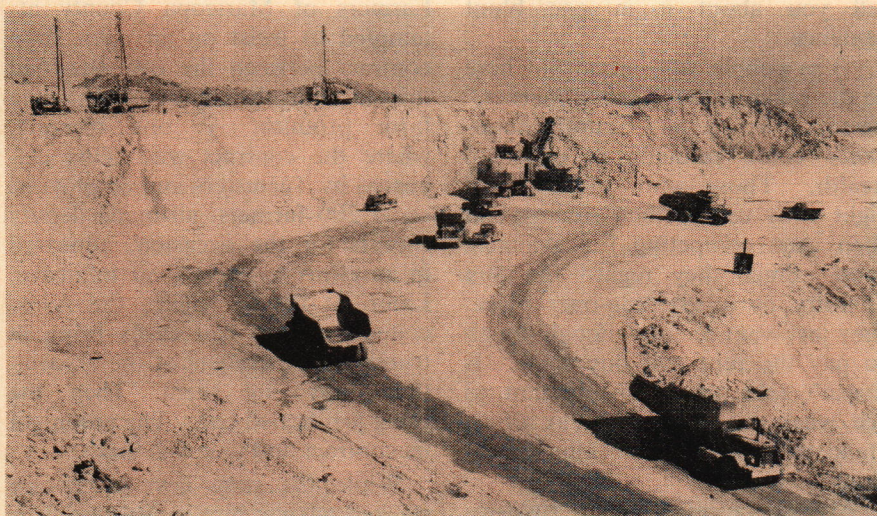


especially in Arizona. This state, the youngest in the union, has a "right-to-work" bill with teeth in it that are as long and vicious as can be found anywhere. The enabling legislation which put the bill into effect also embodies anti-boycott and anti-picketing features that are really tough.

Added to that, the economics of the country are such that there is a continual tendency to break down the conditions that have been won in the past. George Sebestyen, the president of Joint Council 71 and secretary of Local 274, Phoenix, can

Many fine churches, of modern design, have gone up in Phoenix recently. Porfirio Lopez is cab driver.





LEFT: More copper is produced in Arizona than in any state in the union. Here are Local 83 drivers hauling ore from the Sleeping Beauty Mine, Miami.

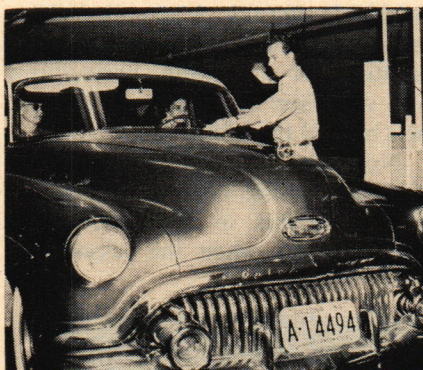
ably the biggest industry in Phoenix is politics. The small, rather antiquated State Capitol is here, and if you sit in the lobby of the Hotel Adams any morning during the legislative season, you can hear the name of Senator This and Senator That being paged—someone wants to do a little lobbying.

Teamsters in Phoenix, who number about 4,000, do just about the same things that Teamsters do anywhere else in the U. S. and Canada. The four locals include No. 83 (Construction, Building Material and Miscellaneous Drivers, 2,000 members), No. 104 (Transport and Local Delivery Drivers, Warehousemen and Helpers, 1,200 members), No. 262 (Brewery Workers, Bottlers and Checkers, 125 members), and No. 274 (Sales Drivers and Helpers, 800 members).

Local 83, whose secretary is Herman R. Lown, a veteran of the Sun Country, is the only Arizona Teamster local that owns its own hall. The modern structure was completed last August.

Though it is a small local, No. 262 (Brewery Workers) has the distinction of having its members employed in the only brewery in the United States which carries the union label on its bottles and cans. This is the A-1 Brewery, whose product is distributed over a wide area in the Southwest. O. A. "Toby" Parks, who works full time in the brewery, is secretary of Local 262.

Local 274 is the oldest of Phoenix locals, having been chartered in 1932. It was split up in 1946 when

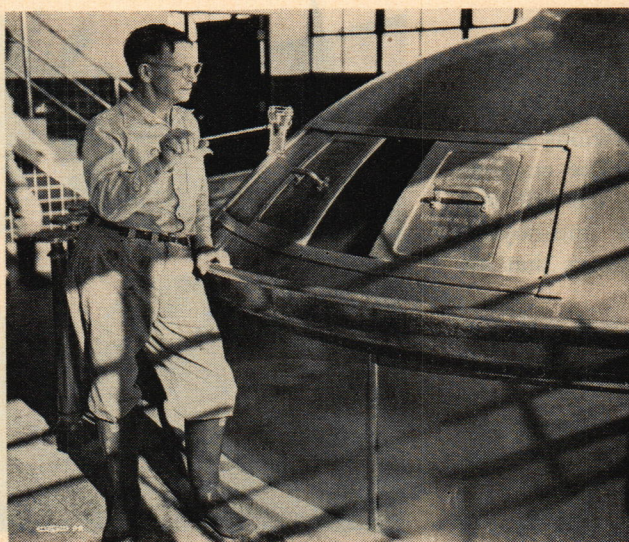
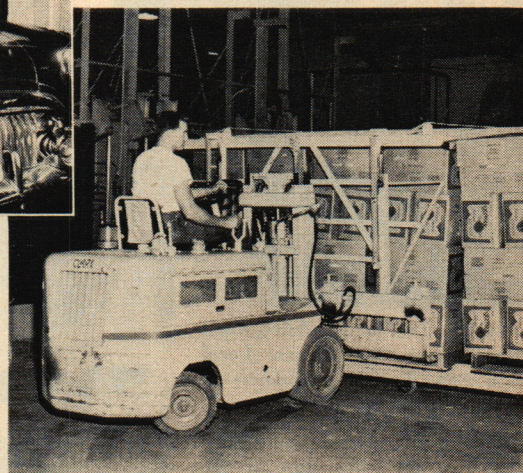


ABOVE: At System Auto Parking garage in Phoenix, C. R. Davis, Local 274, checks out customers.

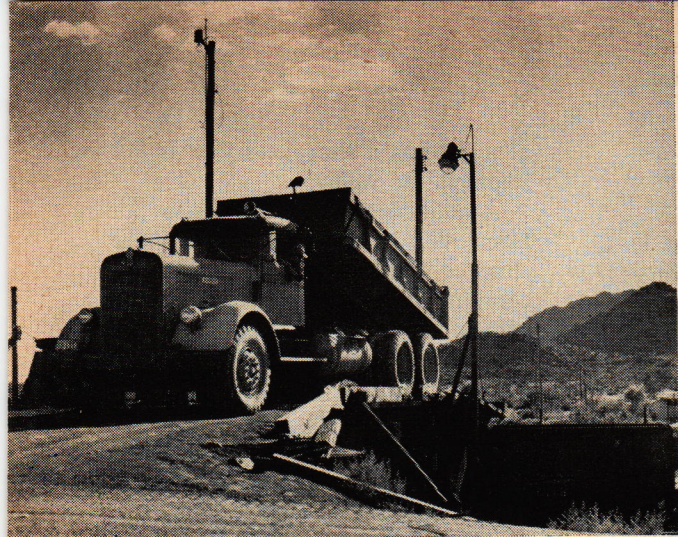
RIGHT: Lettuce is a big Arizona export. Frank Flynn, Local 274, fork lifts cartons into retort which chills lettuce before it's shipped.



BELOW: In the A-1 Brewery, Phoenix, Fred Titel, Local 262, at machine that packs a "handy six." This brewery has union label on its cans and bottles.



LEFT: Toby Parks, Secretary of Local 262, dips in with sampler at brew kettle of the A-1 Brewery, Phoenix. Toby has worked 11 years in the brewery.



LEFT: Max Harden, Local 83, dumps load of copper concentrate from Castle Dome mine into rail car.

BELOW: William Prine, Local 83, gets ready to deliver load to Hotel Adams.

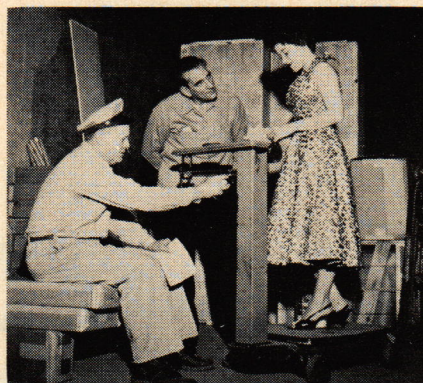


Locals 83 and 104 were formed. George Sebestyen, the secretary of Local 274, was born in New York City, and arrived in Phoenix in 1929. During the depression, he worked at odd jobs and, to pick up extra money, built and sold an evaporative cooler a week. In both Phoenix and Tucson, no home is complete without one of these simple, inexpensive machines that utilizes evaporating water and a blower fan to drop room temperatures. Sebestyen started to work in the dairy industry in 1934, served as a routeman from 1937 to 1941, then went on the payroll as an organizer. From 1943 to 1945, he served in the Army Transportation Corps and was discharged as a corporal after service in both the Pacific and the Atlantic.

The Phoenix Teamster with perhaps the longest memories of the town is William L. Stratton, who until recently was secretary of Local 104. (He has resigned to enter private business.) He arrived 30 years ago from Indiana and was active in the movement that led to the chartering of Local 274 in 1932. Stratton recalls that a charter existed in Phoenix before World War I, and another in 1926, but both died from malnutrition. Stratton drove a milk route for six years. He recalls that the first Teamster labor contract was signed in 1934 by Local 274 and the Yellow Cab Company. All cabs in Phoenix today are organized. For a sampling of other Teamster organization in town, readers are referred to the accompanying photographs, which were taken in mid-April with the daytime temperature standing at a comfortable 90 degrees.

Citrus and cotton are the big crops in Arizona. When statehood was

achieved in 1912, there were only 400 acres of cotton in the Salt River Valley and the yield was 240 bales. The 1953 crop was about 1,000,000 bales. Much of Arizona's trucking industry depends on cotton transportation as the chief source of revenue. At the big compresses and cottonseed oil crushing plants, two separate types of truck transportation are used. The first is that which hauls the baled cotton. One line last season hauled 169,000 bales of cotton and cotton linters from the Valley of the Sun to the ports of Los Angeles and Long Beach—a haul that represented 32 per cent of all cotton exported through these ports.



In Navajo Freight Lines terminal at Albuquerque, Ernie Woods, Local 492 president, checks on weight of office girl Jane Cunningham while John LaNear, assistant business agent, watches.

Then there are the tank lines which haul cottonseed oil to markets where it is used in soap, shortening, salad oil, and oleomargarine. From the field to the gin the cotton is usually hauled by the farmer's own trucks. From then on the common carrier takes over.

More copper is produced in Arizona than in any other state in the union, and many Teamsters are employed on the big rigs that haul ore from the state's famous open pit mines.

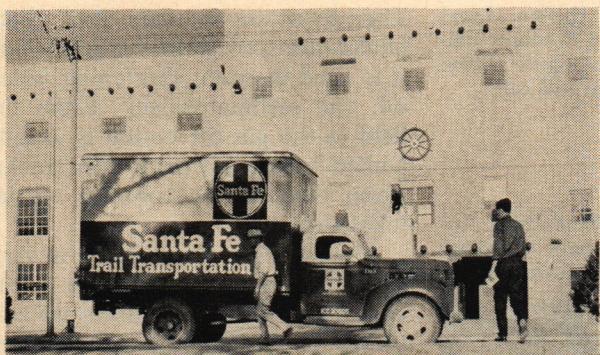
South of Phoenix some 90 miles lies Tucson, the state's second city, and Local 310, whose secretary is Howard Grant. Grant also is president of the Arizona State Federation of Labor, and secretary of Joint Council 71. Local 310 is a general local with 1,400 members.

Near Tucson are many dude ranches and noted historical landmarks, the most famous being the Jesuit mission of San Xavier del Bac, founded between 1730 and 1732. South and east of Tucson is the mining town of Bisbee, where, in 1917, occurred the most famous event in Arizona's labor history. This was the "Bisbee deportation," when the big copper companies deported 1,160 miners during a Miners' strike. The companies claimed that the miners were dominated by the "Wobblies" and that Bisbee was about to be taken over by a group of "Mexican radicals."

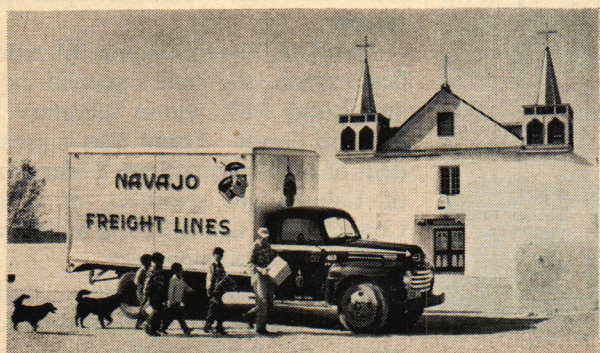
President Howard Grant of the State Federation recalls that the "Bisbee deportation" almost completely destroyed the labor movement in Arizona, for the economy of the state at that time depended largely on mining.

As Tucson is only a few miles from the Mexican border, the labor unions there are keenly aware of the "wetback" problem. Many "wetbacks" cross into Arizona, as they do in other border states, to depress agricultural wages. Speaking of the Arizona State Federation of Labor, President Grant notes that it is as old as the state itself.

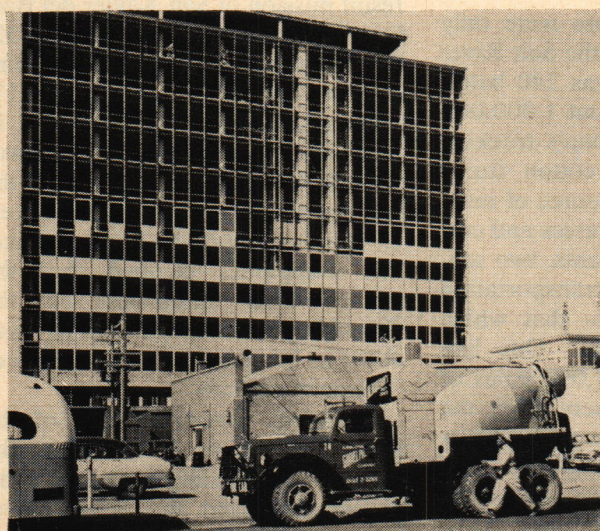
In going from Phoenix to Albuquerque, in the heart of New Mexico, a traveler is still in the Sun Country, although in a much different terrain. He has ascended from 1,000 feet to 5,200 feet and the air



At Zimmerman Field, stadium of University of New Mexico, driver Felipe Martinez heads for back of his truck.

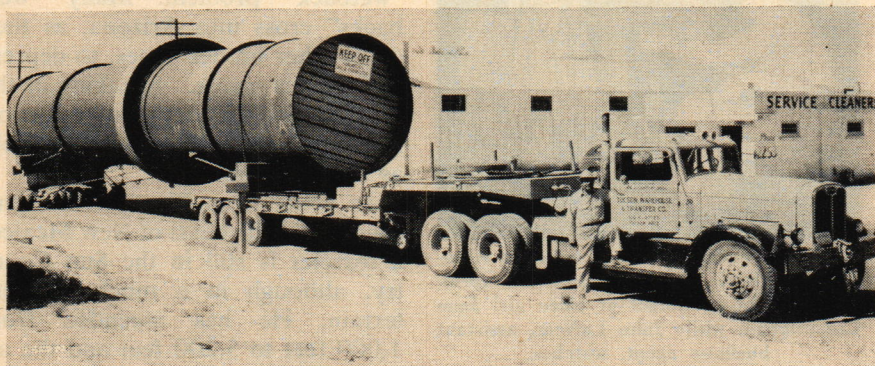


Four small Indian boys tag behind driver Mike Doran, who's making a delivery at the Isleta tribal reservation near Albuquerque. Church was built by the tribe.



New office building rises in Albuquerque. Driver of ready-mix heading toward his cab is Julian Gonzales, Local 492.

At Tucson, some 90 miles south of Phoenix, driver Julio Abril, Local 310, pauses for a photo before getting underway with really big load.



at night has a sharpness that is not found in the valley.

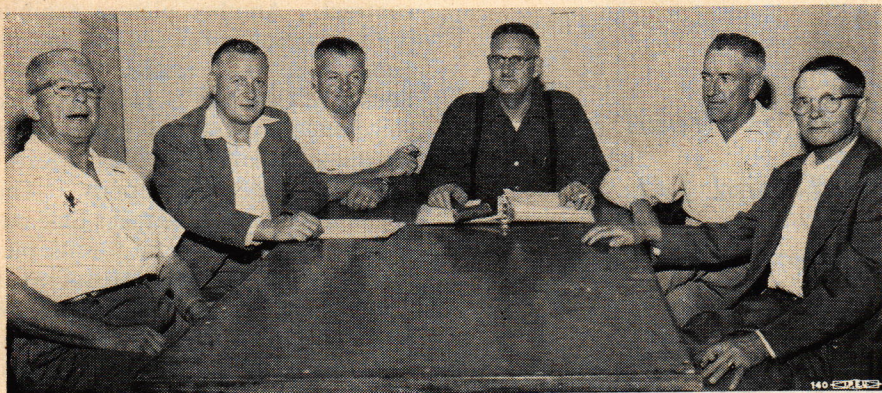
Albuquerque is home base for Local 492, which services the entire state of New Mexico with the exception of a small section in the southwest, which comes under Local 941, El Paso. It's a job that keeps Faro Caudell, secretary, on the go almost constantly. Three assistant business agents, John La Near, F. R. Childress and Arthur Martin, also put on lots of mileage. Childress, who handles construction, does 60,000 miles a year, and La Near, who works with the line drivers, is not far behind with about 40,000 miles a year. The local represents 1,400 members, small groups of which are found in towns like Las Cruces, Alamogordo (where the atom bomb was first exploded), Roswell, Tucumcari, Raton, Carlsbad, Santa Fe, Socorro, Taos, and Los Alamos, where the first Big Bomb was made. There's a town in New Mexico called Truth or Consequences, but if there are any Teamsters employed here, John La Near, who told THE INTERNATIONAL TEAMSTER about the state, failed to mention it.

Albuquerque, though it is not the state capital (Santa Fe is) is by far the largest city in the state. It has about 130,000 persons as against Santa Fe's 30,000.

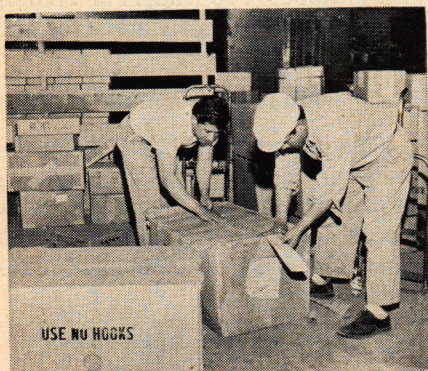
Founded as a Spanish Villa in 1706, Albuquerque is on the Rio Grande River. U. S. Highway 85, which parallels the river down to El Paso, is built on the old Camino Real, said to be the first maintained highway in the United States. The Camino Real in turn followed the route of the old Chihuahua Trail that linked the province of New Mexico with Mexico City.

Though it is known as a health and tourist center, the biggest factor governing the economy of Albuquerque today is Uncle Sam's payroll. The decision of the Atomic Energy Commission to establish a Special Weapons Project at Sandia Base has brought many new residents to the city. At adjacent Girtland Air Force Base is the Armed Forces Special Weapons Center, another large employer. Altogether more than 100 Federal civil agencies have offices at Albuquerque.

Other newcomers to the area, ac-



Executive Board of Joint Council 71, Phoenix and Vicinity. From left: Herman R. Lown, Local 83, Phoenix (trustee); B. M. Waggoner, Local 104, Phoenix (recording secretary); Fred A. Bone, Local 941, El Paso (vice president); George Sebestyen, Local 274, Phoenix (president); Faro Caudill, Local 492, Albuquerque (trustee); O. A. Parks, Local 262, Phoenix (trustee). Absent when photo was made was Howard D. Grant, secretary-treasurer of Joint Council 71.



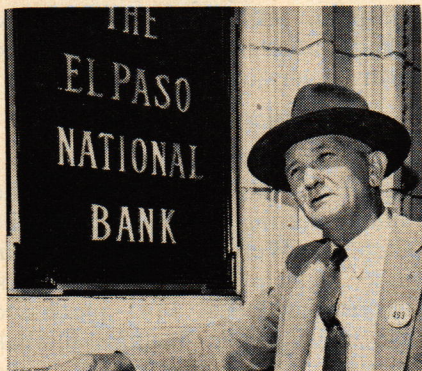
Western Freight Lines terminal at El Paso, Tex., is scene as Carlos Velarde and David Perea repair damaged cartons.

cording to Business Agent John La Near, are the "rock hounds," who run around with Geiger counters and hammers looking for uranium deposits.

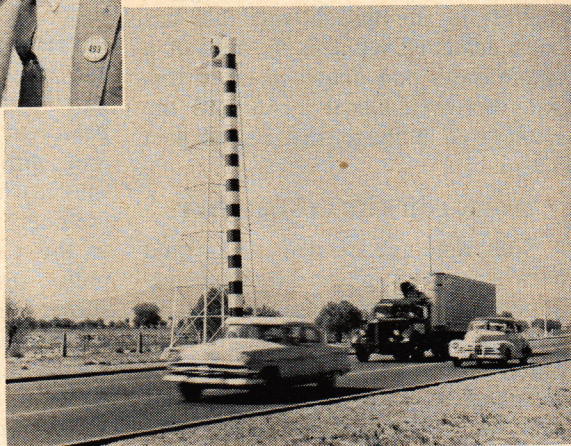
Some 800 members of Local 492 find employment in the city. During a short stay, THE INTERNATIONAL TEAMSTER made photos of Teamsters at work in the Plaza section, site of many old adobe structures; at a large freight line office; a modern creamery; at construction work on a new office building; at the Isleta tribal reservation 15 miles out of town; at the stadium of the University of New Mexico.

From Albuquerque to El Paso, journey's end for this story of Joint Council 71, it is a jaunt of 270 miles on Route 85. The size of the jurisdiction of Local 941, El Paso, is larger than many Joint Council areas. It reaches west 165 miles to Lordsburg, N. Mex., north to the New Mexico line, east 280 miles to

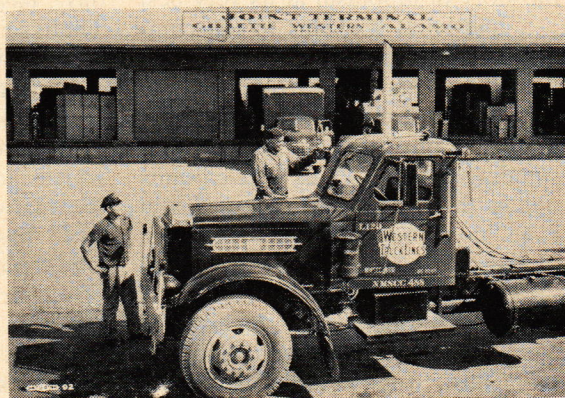
BELOW: C. L. "Tommy" Thomas, Local 941, El Paso, who works as an expeditor on construction job, picks up the weekly payroll. Looks like serious business.



That's not a water tower—it's lookout point for U. S. Border Patrol at international boundary near El Paso.



At El Paso joint trucking terminal, Fernando Laca changes windshield wiper for driver Adolfo Regalado, left. Both are Local 941 members.



Odessa, Tex., and south to the state of Sonora, Mexico.

Secretary of Local 941, is Fred Bone, who is also vice president of Joint Council 71. He is another of the Sun Country Teamsters who runs up big mileage in covering his local's area. Chartered in 1938, Local 941 has 500 members. Like Arizona, Texas has a "right-to-work" bill that was passed in 1947. Only two pickets are allowed on a picket line in Texas, and they must be more than 50 feet apart. The use of more than two



Howard Grant, Sec., J. C. 71

pickets is deemed "mass picketing," which is illegal. Pickets cannot take license numbers of cars crossing picket lines, neither may they say anything derogatory about persons crossing picket lines. The person crossing the picket line, however, can say anything he cares to

(Continued on page 32)

Minneapolis Local 1145 Is Proud Of Its Accomplishments and Lets Its Neighbors Know About Them:

A FINE PUBLIC RELATIONS PROGRAM

IN MINNEAPOLIS, the members of Teamsters' Local 1145 which is composed of 9,000 employees of Minneapolis Honeywell, which manufactures heat regulators and air force equipment, is proud of its record in the community. They are likewise proud of their jobs including their wages, their hours and their working conditions. They also get top satisfaction out of the products which they manufacture. Wage rates and other conditions are among the highest in the nation and this has been achieved without the loss of a single day's pay due to a labor dispute between Local 1145 and the Honeywell management in the past 12 years.

WORK FOR THE COMMUNITY

Sometime ago Local 1145 printed a two-page ad in the largest newspaper in the entire northwest in which it told its story of the work it has done in the community. In this picture story, Local 1145 said and we quote "This is the amazing story of your neighbor, Local 1145 . . . the story of unionism at its very best . . . and what it means to the community of which it is a part. Here, for the first time in any metropolitan newspaper, are the warm, friendly highlights of one of the nation's outstanding unions." This article points out in the written word how Local 1145 "contributes generously to most of the community's charities. They include participation in the War Memorial Blood Bank, University of Minnesota Polio Research, Community Chest, Sister Kenny Foundation,

Variety Heart Hospital, Catholic Welfare, Red Cross, March of Dimes, Cancer Society, Aquatennial, Minneapolis Symphony, General Hospital, Sheltering Arms, United Blind, Lutheran Welfare Society, and many, many others."

PICTURE STORY

In the picture story, there is a cut of the three top officers of the union meeting with leaders of the Catholic Welfare Association in order to help sell the hundreds of tickets that Local 1145 purchased for the Catholic Welfare football game. Another picture shows the president of Local 1145, L. J. LeVoir, presenting approximately \$4,000 to the mayor of the city which members of Local 1145 donated to the University of Minnesota for polio research. Another picture shows Vice-President Jones and Recording Secretary Vollmar presenting an iron lung, courtesy of Local 1145, to the Minneapolis City Hospital. Another picture shows members of Local 1145 preparing holiday baskets for the needy for Thanksgiving Day. Still another picture shows union officers presenting a gift of a television set to a children's hospital for polio patients. These are but a few of the pictures which illustrates in this two-page ad the many, many things that Local 1145 has done for the community. Other pictures illustrate democracy, "Democracy at work within the Union"; for example, a picture showing 7,000 at a Local 1145 meeting to vote by secret ballot on their union

contract. Another picture exhibits the democracy in Local 1145 and we quote from the picture, "Negotiations Are Our Job!" Here we have an elected committee representing the union rank and file discuss forthcoming contract negotiations. "The negotiation committee takes time out from a meeting to pose for its picture." Another photo illustrates some of the work of the officers of Local 1145 in community work and we quote from one of those pictures, "U. S. Senator Ed Thye and State Senator Gerald Mullin are present when Bob Wishart, secretary-treasurer, Local 1145 (AFL) receives a plaque for his outstanding civic work. Bob was selected as one of 'Minneapolis' 100 leaders of Tomorrow' by Chamber of Commerce and Time magazine."

POLITICAL ACTION

One picture also shows the democratic procedure Local 1145 follows in its political action work, tells how Local 1145 people listen to both sides and make up their own minds democratically.

GOOD LABOR RELATIONS

The good labor relations aspects are shown in picture form with a cut of a Shop Committee Dinner at which company representatives were present as well as the mayor and other city officials together with Nathan Feinsinger, the union-management arbitrator. Here we tell a story of 12 years of uninterrupted production and how these good relations have helped not only the union and the management but the community as well.

A YEAR AROUND JOB

We would not wish to leave the impression that this one ad in the newspaper is the extent of the Local 1145 program. Week after week and month after month Local 1145 joins in various projects which aid groups within the community as well as community-wide projects. There is no organization, union or otherwise, that participates in as many worthwhile projects as does Local 1145! The 9,000 members and their officers contribute not only their money but their time and their energy and their work with all religious

groups, civic leaders, clubs and other organizations. We realize the importance of a local being an integral part of the community.

LOCAL 1145 NEWSPAPER

Local 1145 keeps its members informed through bulletins on bulletin boards in the plants and through its Local 1145 newspaper. This newspaper is a large one composed of eight pages with all information concerning the activities of the union as well as "Departmental News." "Departmental News" occupies some three or four pages of shop happenings involving hundreds of names in each edition.

LOCAL 1145 STRUCTURE

As has been pointed out, Local 1145 has 9,000 members in several Honeywell plants in Minneapolis. Each department in each plant selects from two to seven committee members depending on the size of a department. Where there are more than one shift in a department, each shift elects a committee. This committee represents the members on grievances and many other problems. Local 1145 has a total of some 550 such committee members. Each departmental committee has their own department chairman that is known as a steward. This shop committee is the heart of Local 1145. In addition to the shop committee and in addition to the regular executive board and officers, Local 1145 has a top advisory board composed of 45 members including the officers and the regular executive board. Committee meetings and executive board meetings are held twice a month, the membership meeting once a month and additional membership meetings on call.

The officers of Local 1145 are: L. J. LeVoir, president; Andrew T. Jones, vice-president; Robert I. Wishart, secretary-treasurer; Windy Vollmar, recording secretary; with Viola Lee, Everett Halsey and Frank Blais as trustees. There is a vice-president likewise of each plant as well as a vice-president in charge of union welfare and a vice-president in charge of skilled trades. Each shift has their own shift chairman. There are five full-time staff members.

'Driver of the Year' Says Light Signal System Needed



Bro. and Mrs. Bailey receive wrist watches from Vice-President Einar Mohn, assistant to President Beck. The couple were guests of trucking industry on visit to Washington.

THE Driver of the Year," Teamster Gomer W. Bailey of Line Drivers' Local 961, Denver, Colo., says one of the greatest needs of America's motoring millions is a standardized system of light signals whereby warnings and other road information can be exchanged between vehicles at night.

Brother Bailey made his suggestion during a talk in the Headquarters offices in Washington where he and Mrs. Bailey were presented with a matched pair of gold watches by Einar Mohn, assistant to General President Dave Beck, on behalf of the International. During their visit they also inspected the new headquarters building which is now nearing completion.

During his visit to Washington as a guest of the trucking industry which selected him for the annual honor as "Driver of the Year" Brother Bailey was received by President Eisenhower at the White House. They met shortly after the Memorial Day week end had a set a new high in traffic deaths over a holiday and their talk centered around the urgent need for more

effective highway safety measures.

However remarkable his safety record, that alone did not capture the title of "Driver of the Year" for Brother Bailey, who drives a 200-hp Kenworth semitrailer rig for the Buckingham Transportation Co. of Rapid City, S. Dak. He was nominated for the title by the Wyoming Trucking Association after he had rendered assistance at the scene of an accident which saved the lives of three or possibly four persons. A house trailer crashed an abutment and the car plunged over a forty-foot mountain embankment. Bailey put out flares to protect the oncoming traffic from crashing into wreckage which remained on the bridge. Then he scrambled down the embankment and pulled the man, the driver, from the wrecked car. He prevented the husband from moving his injured wife. Later examination showed her to be suffering from a broken back and pelvis. Had she been inexpertly moved, she may have died. Bailey then moved two children from the wreck, saving one from choking on a gashed tongue by expert first-aid measures.

WHAT'S NEW?

New High Discharge Battery Tester

Any battery, including the 12-v. batteries, can now be tested for cell strength or charge by a new high discharge battery tester from Wisconsin. The contact prongs, chromium plated to resist corrosion, are spaced for any type of cell. The unit tests the voltage of lead acid and alkaline cells under discharge of 100 to 140 amps.

Advantages of New Cargo Cooler Cited

A thermostatically-controlled refrigerator system which employs dry ice and forced air circulation and is available in three models, now offers four new features and improvements designed to increase effectiveness and convenience.

The first of these improvements is the mounting of the air-foil, axial flow, air-circulating fans directly above the dry ice bunker, thereby increasing the volume-per-minute flow of cold air throughout the cargo. Also, the remote control type of thermostat now supplied to the cooler permits the operator to set the thermostat at the temperature desired from outside the vehicle, as well as to easily change the setting in transit without entering the cargo space. More convenience is offered for the operator also by the new type nose-mounted thermometer, by which he can check the air temperature inside the vehicle without having to enter the cargo space.

Another improvement in the cooler's redesigned control box is its increased size, permitting both better performance and greater ease in servicing.

Electronic Timing On Spot Welder

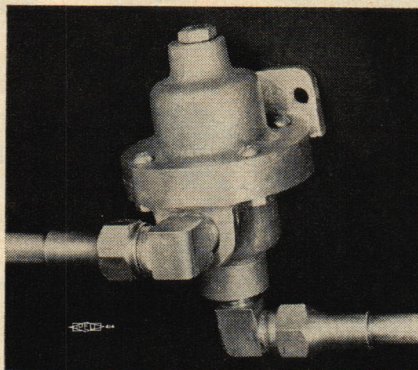
A timing cycle of from 1/60th of a second to 1 full second is offered by the electronic timing control enclosed within a new portable spot welder that welds alloys of aluminum sheets, steel, mild and stainless, as well as galvanized and cadmium plated.

Electric Meter Records Fuel-Flow

The gasoline being used by an engine can now be continuously measured and recorded to the nearest 1/100th of a gal-

lon through the installation of a new, electrically-operated fuel-flow meter, distributed from Los Angeles. The capacity of the meter is 12 gallons per hour and the counter reads up to 1,000 gallons and then repeats.

Valve Synchronizes Tractor-Trailer Brakes



Supplementing its line of differential pressure brake valves, a California firm has announced a new valve to speed up trailer brakes by synchronizing and equalizing brake pressure. Easily installed in the foot valve service line, it automatically maintains at all times the brake pressure differential between tractor and trailer through the entire braking range. It can be adjusted to maintain the pressure differential within the range of 5 to 25 pounds air pressure.

By assuring safe, smooth stops and automatically minimizing jack-knifing, jerking between tractor and trailer and tire skidding, the valve saves on tires, brake drums, and lining. Also full air line capacity is assured and brake action is completely unretarded.

Automatic Adjuster Of Slack Brakes

An ingenious device currently being marketed by a Pennsylvania firm now allows brakes to be taken up automatically as the lining wears.

This new type brake adjuster operates through a mechanical linkage hooked up to a set of ratchet gears, one of which is on the end of the worm. By a simple adjustment provided for in this linkage, diaphragm push rod strokes of various lengths can be achieved. This stroke adjustment, once decided upon, can then be locked into position by the tightening of a single nut. The adjuster operates like any conventional manual slack adaptor, as long as the brakes are applied within this predetermined stroke, but if the push rod stroke must travel beyond the predetermined stroke, the unit automatically adjusts back to that set stroke. One adjustment is equal to only .003 inches of wear on the brake lining and keeps the braking equally distributed at all times. This is said to assure smooth, even stops and to lengthen the life of brake lining, drum and tire.

In the Sun Country

(Continued from page 29)

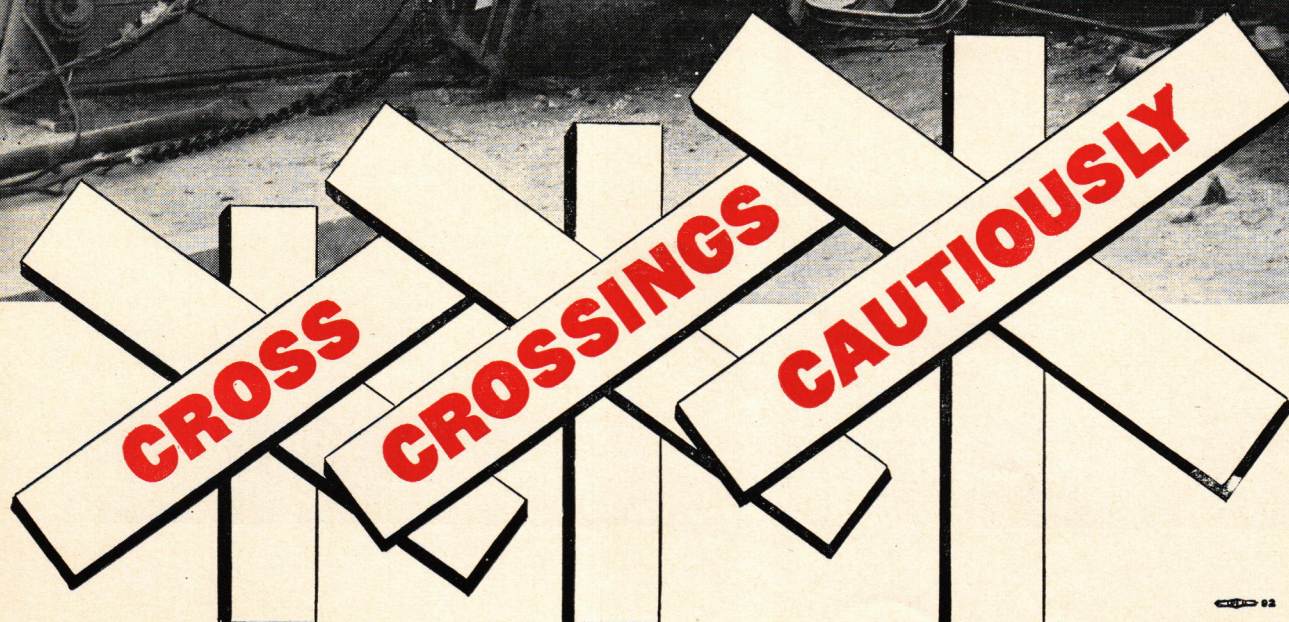
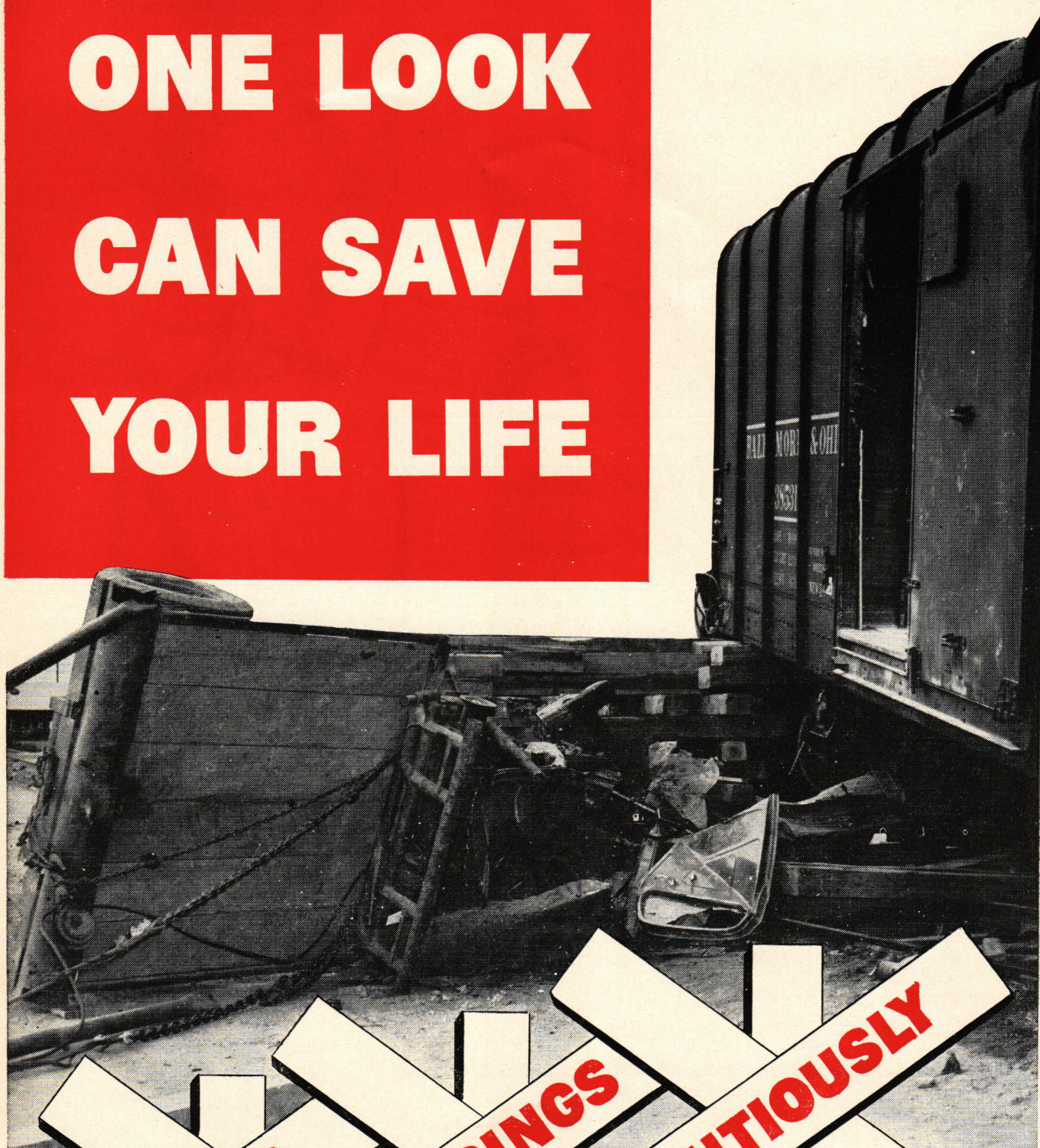
about the picket. And it is the easiest thing in the world, in Texas, for an employer to get an injunction once a legal picket line has been established.


El Paso is an important trucking center, being the breaking point for all lines but one for traffic north and south, east and west. But cotton, cattle, copper, and climate are the mainsprings of El Paso's economy. The city was "cow country" before it was anything else, and today its white-faced Herefords and Black Angus wind up on many of the dinner tables of America. Ore from adjacent mines is processed at El Paso to produce half a million tons of copper annually, about 42 per cent of U. S. production of this vital metal. Cotton is the principal agricultural crop. The Rio Grande Valley grows premium-priced, long-staple cotton to the value of \$80,000,000 a year.

On a Saturday morning in Phoenix, Teamster C. L. Thomas, who works as an expeditor on a Stone and Webster construction job, drove his eastern visitors around town, and across the muddy Rio Grande for brief inspection of Juarez, named after Benito Juarez, who freed Mexico of foreign rule. En route the accompanying photographs were secured.

Joint Council 71 officers meet on the first Sunday of every month, and the meeting place is rotated among Tucson, Phoenix, Albuquerque and El Paso. The present board includes George Sebestyen, Phoenix, president; Fred Bone, El Paso, vice president; Howard Grant, Tucson, secretary; William Waggoner, Phoenix, recording secretary; and Herman R. Lown, Phoenix; Y. B. Caudill, Albuquerque, and O. A. Parks, Phoenix, trustees.

**ONE LOOK
CAN SAVE
YOUR LIFE**





Dear "Mrs. Teamster":

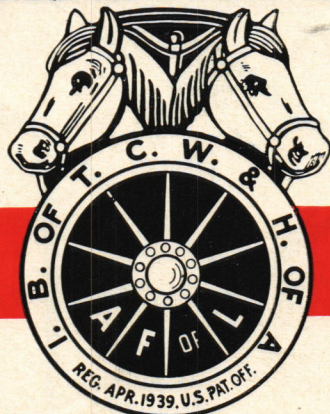
We know you spend most of your husband's wages. Market researches tell us this (and your hubby is ready to verify it too!).

So for his good, your good, the good of your family, look for the UNION LABEL on all items and services you spend his union-made wages for. Especially look for the TEAMSTER SHOP SIGN on items involving Teamsters.

With love,

Teamsters Everywhere

P.S. and
whenever
possible
remember to



HAVE IT DELIVERED